Western's Open Space Strategy

FINAL REPORT

June 2026

Perkins&Will

WESTERN'S OPEN SPACE STRATEGY

Land Acknowledgment

We acknowledge that Western University is located on the traditional territories of the Anishinaabek (Ah-nish-in-a-bek), Haudenosaunee (Ho-den-no-show-nee), and Lūnaapéewak (Len-ahpay- wuk) Nations, on lands connected with the London Township and Sombra Treaties of 1796 and the Dish with One Spoon Covenant Wampum. This land continues to be home to diverse Indigenous Peoples (First Nations, Métis and Inuit) whom we recognize as contemporary stewards of the land and vital contributors of our society.

We respect the enduring relationship Indigenous Peoples have with this land and recognize their longstanding stewardship and deep knowledge of place, and responsibilities of care. This relationship continues to shape understandings of land, landscape, and the role of open spaces in supporting cultural, ecological, and community wellbeing.

Western recognizes that there is much to learn from Indigenous knowledges. The Open Space Strategy (OSS) seeks to create an integrated campus landscape informed by placekeeping practices that support health and wellbeing, honour cultural values, promote ecological integrity and sustainability, and strengthen identity and belonging.

Figure 1. Thames River, London, Ontario. Source: Tourism London

Acknowledgments

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Executive Summary

Rationale

Western's academic priorities are intrinsically tied to the landscape within which it exists. The campus landscape shapes its public image, pedagogical approach and physical growth. This landscape is changing as the university continues to grow and expand; mobility patterns on and off campus are shifting; and attitudes to the surrounding natural environment evolve. The update to the Western Open Space Strategy aims to anticipate these changes and position Western for future growth and success.

Purpose and Process

This report provides an update to Western's 2018 Open Space Strategy, which outlines the university's long-term campus planning vision. The original strategy was developed through extensive consultation and collaboration between the University and the consultant team and maps out a vision to accommodate future growth on campus, increase pedestrian safety and eventually integrate rapid transit through campus.

This version was developed in tandem with Western's Campus Development Strategy (CDS) (2026). That companion document outlines a flexible framework for how the university will grow over time. It identifies proposed sites for future buildings, complemented by the open spaces, streets, paths, and supporting infrastructure proposed in this document.

This Strategy started with an exhaustive inventory of existing conditions that identified key opportunities to improve the campus including the need to improve pedestrian safety, accommodate rapid transit and improve the quality of open spaces. A series of Principles were developed in consultation with the campus community, followed by a comprehensive Strategy in 2018.

Stewardship in this strategy is aligned with Indigenous-informed principles and supports Western's commitment to advancing Truth and Reconciliation. As the strategy is implemented, Western will seek opportunities to reflect the local Indigenous nations, territories, and languages.

The Changes

Since 2018, the campus has undergone significant physical and organizational changes, which the updated Open Space Strategy seeks to address while charting a path toward a more resilient campus future. The changes include:

- **Integration of the West Campus Lands:** The former Brescia University College lands are being fully incorporated into Western's campus, following the official integration of Brescia into Western as of May 1, 2024.
- **Changes in Transit Planning:** The updated strategy reflects that the City did not move forward with the Bus Rapid Transit project through campus as well as shifts in mobility patterns. This also includes twinning the University Drive bridge.
- **New Developments:** Completion of several academic buildings across the campus
- **Implementation of Landscape Recommendations:** Several proposed projects from the strategy, such as rain gardens and the Kent North (formerly Kent Drive) redevelopment and Music garden have been completed.
- **Projected Campus Growth:** The strategy anticipates future spatial expansion and development across campus.
- **Continued Focus on Sustainability:** There is a growing emphasis on ecological design, native plantings, stormwater management, and other sustainability initiatives.

The Open Space Strategy has been refined based on consultation feedback, while operational or project-specific items will be carried forward through future studies, capital planning, detailed design, Transportation Demand Management work, accessibility planning, or implementation.

The Plan

The updated Western Open Space Strategy consists of:

- **1 Vision;**
- **6 Principles and**
- **10 Big Moves**

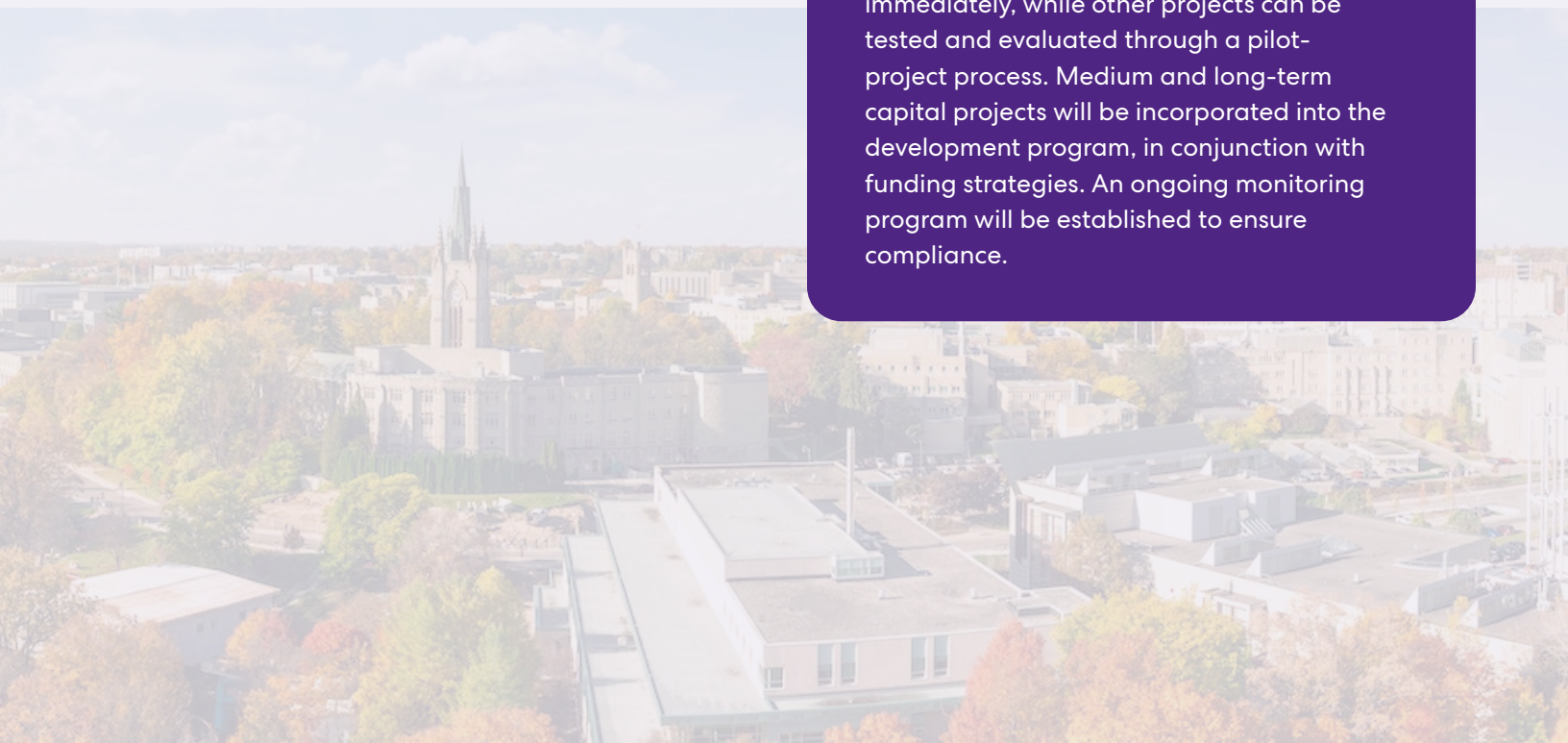
Collectively, these elements outline a long-term vision for a pedestrian priority campus that provides a safe and beautiful environment in support of Western's academic mission. A series of Strategies and Design Guidelines provide additional direction for on-going maintenance and implementation. The Western Open Space Strategy is a complementary document to the Campus Development Strategy.

Scope

The updated Open Space Strategy (referred to as "the strategy") focuses on the main campus, including areas owned by Western on the west side of Western Road, including the former Brescia lands, now referred to as West Campus. It does not specifically address Discovery Park or Platts Lane Estates. Properties not owned by Western, including the Affiliate University Colleges and the London Health Sciences Centre University Hospital, are not included in this Strategy. City streets including Richmond Street, Windermere Road, Western Road, Sarnia Road and Philip Aziz Avenue are referenced only in the context of the Open Space Strategy. Any and all work on those streets is the responsibility of the City of London.

Next Steps

The proposed Strategy establishes a broad vision that allows for immediate and on-going incremental implementation. A series of short-term 'quick wins' can be implemented immediately, while other projects can be tested and evaluated through a pilot-project process. Medium and long-term capital projects will be incorporated into the development program, in conjunction with funding strategies. An ongoing monitoring program will be established to ensure compliance.



1 Vision

The Western Open Space Strategy will build on the natural beauty of Western's campus and legacy of landscape stewardship to deliver a safe, inclusive and a sustainable campus that will foster learning and promote Western as a destination of choice for world class education and research.

6 Principles

Human Place

Mobility

Sustainability and Resilience

Access to University

Equity

Pedagogy

10 Big Moves

- Prioritize Pedestrians
- Integrate West Campus
- Reduce Cut-through Traffic
- Position Parking on the Perimeter
- Maintain Vehicle Access
- Maintain Convenient Transit Access
- Allow for Service Access
- Improve Accessibility
- Complete Bicycle Network
- Emphasize Landscape and Connect to the River

Figure 2. University College during Winter Source: Western University

01
Introduction

1.1 Introduction and Purpose

Western University is situated within a rich and varied landscape that spans over 250 acres. The campus is uniquely positioned between the Thames River to the east and Medway Creek to the west, creating a setting defined by its natural features and scenic beauty. The terrain is characterized by significant elevation changes, from the prominent hill at University College in the main campus to another at West Campus. A gentle north-to-south slope extends from Windermere Road down to Philip Aziz Avenue along Western Road, shaping the campus's distinct topography and offering a series of dynamic and picturesque landscapes.

The Western Open Space Strategy (OSS) presents a long-term vision for the university's open spaces, public realm, and transportation networks. It establishes a clear yet adaptable framework to guide the campus's holistic and sustainable growth. The recommendations outlined in the Strategy look ahead to 2036 to envision how the campus will evolve to support its academic, social, and environmental goals over the next 10 years and beyond. This updated Strategy builds on the original plan developed in 2018 by the university and its consultant team, aligning with and complementing other key campus initiatives and planning frameworks.

Working alongside other campus-wide strategies, the Open Space Strategy plays a vital role in advancing Western University's Strategic Plan supporting sustainability and climate leadership, enhancing campus experience and well-being, shaping the public realm, improving mobility and connectivity, and influencing infrastructure.

1.2 History, Evolution and Growth of the Campus

Western University is situated on lands traditionally inhabited and cared for by the Anishinaabek (Ah-nish-in-a-bek), Haudenosaunee (Ho-den-no-show-nee), and Lūnaapéewak (Len-ah-pay-wuk) Nations. These lands are tied to several treaties, including the London Township Treaty, the Sombra Township Treaty of 1796, and the Longwoods Treaty (Treaty 21) of 1822, which encompassed approximately three million acres in the region surrounding London. Western also recognizes the "Dish with One Spoon" Wampum Covenant, a historical peace and sharing agreement among Indigenous Nations of the Great Lakes as well as the "Deshkan Ziibiing (Antler River)," a tributary flowing through campus that connects many Nations and ways of knowing.

Since its opening, the Western campus has been shaped by the land upon which it is founded. Located outside the built-up area of London at the time, the early campus of the 1920s was oriented towards the Thames River, and the new bridge on University Drive. The first buildings – University College and the Physics Building – were located at the most prominent position on the prow of University College Hill with a view to the river and the morning sun. In the 1930s, the University engaged in a concerted effort to transform the old farms into an English style landscaped campus. Existing woodlots were rehabilitated and another 12,000 trees were planted, setting the tone for the high-quality landscapes that continues to this day.

During the same period, the campus expanded around University College Hill, establishing the core of the current campus. Expansion of the campus accelerated in the 1950s and 1960s with new buildings spreading to the east of the river and south of Philip Aziz/Sarnia Road. At that time, the City of London expanded to the boundaries of the campus and eventually to the north and west. Increased automobile use and the need for parking led to a steady growth in the number of surface parking lots that now characterize large portions of the campus and the widening of roads for use as serving and on-street parking facilities.

Recent growth has concentrated along the Western Road corridor, shifting the centre of gravity of the campus away from the river. This trend is expected to continue as future growth is targeted towards surface parking lots at South Valley and Huron Flats, further shifting the campus' relationship to its landscape.

Western University lands are tied to several treaties, including the London Township Treaty, the Sombra Township Treaty of 1796, and the Longwoods Treaty (Treaty 21) of 1822,

The official opening of the present day campus takes place on October 16th and 17th, 1924.

1924

12,000 trees are planted for a cost of under $2,000 under the direction of William Marsden. 10,000 trees gifted by the Forestry Department of Ontario.

1929

The 1937 spring flood threatens the stability of the original university bridge. In 1955, the Fanshawe dam is built to prevent floods and regulate flow along the course of the Thames river.

1937

The rem
down t
constru
School
Building

1956

1916

Western University's Board of Governors purchase the 150 acre Kingsmill Farm property just beyond the northern limits of the City of London. A year later, they purchased the adjacent 36-acre Flanagan-Fitzgerald farm.

1925

First graduating class from the new campus, Arts '25, originates the long lasting tradition of planting a tree to commemorate the occasion - a Ginkgo tree is planted at the North West end of University College.

1930

J.B. Maclean (President of the Maclean Publishing Company, Toronto) is intrigued by the possibilities of landscape development offered by the campus landscape contours and remnants of forest, and decides to finance a plan to fix the location of future buildings and landscaping.

- Maclean commissions Gordon Culham of Toronto, a pupil of Olmsted, to design the campus landscape in the style of English landscape.
- Landscaping implementation is carried out under the unemployment relief system and supported by the municipal, provincial and federal governments.
- Woodlots are cleared of dead trees, river bank is improved to prevent erosion, main approach is filled and replaced.

1935

The Thames River banks naturalization and reforestation begins in 1935.

1947

Graduating Class
procession from U
College to the JW
Memorial Stadium

mainder of the forest cut
o make space for the
ction of the Richard G Ivey
of Business Administration
g.

niversity
Little
.

Graduating Class in Medicine organizes the first official planting of a Plane tree on Campus, and later on officially catalogued as part of the Sherwood Fox Arboretum.

1973

1959

London Hunt Club and golf course remains an integral part of the campus grounds until 1959, when the rise in student enrolment leads to campus expansion. Over two acres of sod are removed from the old 10th hole fairway and used in landscaping around Middlesex College.

2001

JW Stadium is replaced by the Alumni Stadium south of the Huron Flats following a successful bid for the 2001 Summer Canada Games. The Little stadium is demolished in 2002 to make space for the new Health Sciences Building.

Western's first Open Space Strategy was developed, and the street and parking area on Kent Drive were redesigned as a pedestrian plaza with stone pavers in 2018.

2018

2021

Kent drive North was completed with paving stone walkway. The design also includes benches for gathering and LID infrastructure.

University College (UC) Hill walkways were upgraded to improve accessibility and create a gathering plaza near University college.

2023

2024

Brescia University College integration

Update to the Open Space Strategy under development

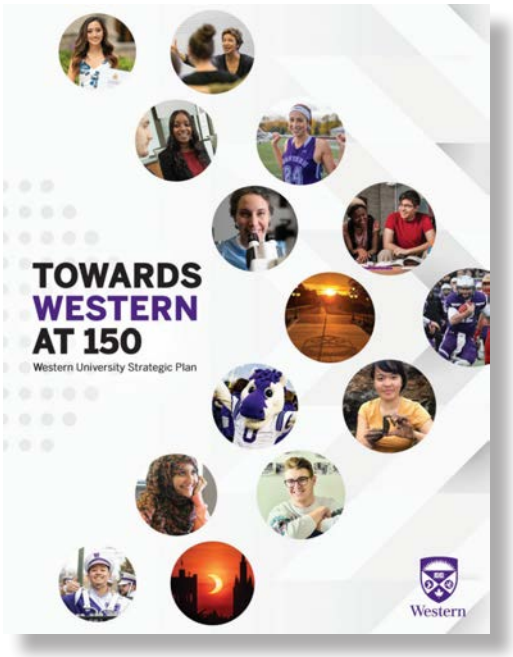
2025

1.3 Planning Summary

This Open Space and Landscape Plan builds on a number of recent initiatives, strategies and plans, including:

Western University Strategic Plan

Western University's strategic plan, *Towards Western at 150*, outlines a bold vision for the university's future as it approaches its 150th anniversary in 2028. The plan focuses on strengthening Western's global impact through research, teaching, and innovation; fostering an inclusive, equitable, and culturally rich campus community; and advancing sustainability and climate leadership across all operations. It emphasizes meaningful partnerships with Indigenous communities, deeper local and global engagement, and creating a modern, welcoming campus that supports well-being and collaboration. Together, these priorities guide Western's efforts to shape a resilient, connected, and forward-looking institution for the decades ahead.



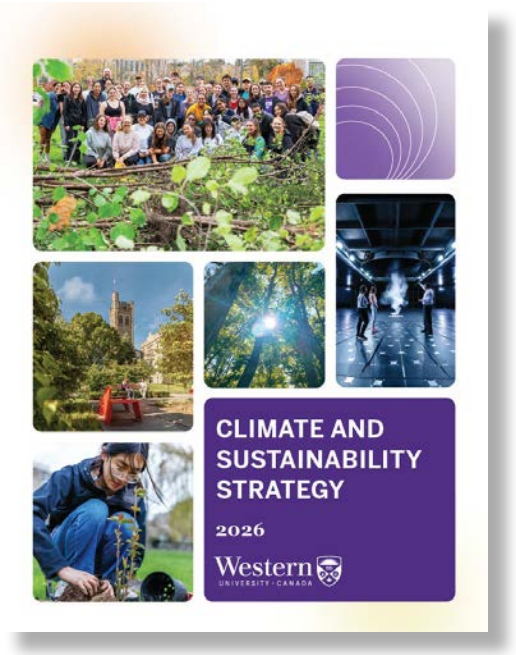
Western Campus Development Strategy (2026)

The Campus Development Strategy (2026) sets out a vision for the development potential of Western over the next 25+ years. It is rooted in the principles of master planning, space planning, and sustainability.

While focusing on the development potential on the campus, the Campus Development Strategy also outlines preliminary strategies for open space on campus. This includes a series of transformations to transportation corridors like Oxford Drive and Western Road, as well as key open spaces like Alumni Circle and Social Science Plaza. The Western Open Space Strategy complements this work by elaborating upon these preliminary strategies to articulate a comprehensive vision for open space and mobility that supports the anticipated development and growth of the campus, while simultaneously supporting academic experience.

Climate and Sustainability Strategy (2026)

Western University's Climate and Sustainability Strategy outlines a comprehensive approach to reducing the university's environmental impact while embedding sustainability into campus culture, operations, and academics. The strategy aligns with the Strategic Plan in committing to significant greenhouse-gas reductions, improved energy efficiency through deep building retrofits, and the adoption of sustainable design standards for all new development. It also emphasizes enhancing ecological health and biodiversity and the use of Western's campus as a Living Laboratory for climate innovation. Through collaboration with students, faculty, and staff, the strategy strengthens Western's leadership in climate action and supports its long-term goal of achieving a resilient, low-carbon, and environmentally responsible campus. The principles from this strategy are referenced throughout the Open Space Strategy to put forward a stronger focus on sustainability.

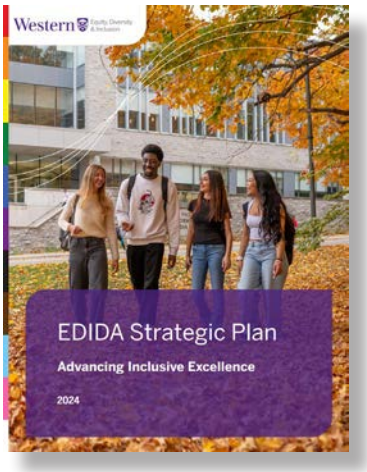


Indigenous Strategic Plan (2016)

Western University's Indigenous Strategic Plan commits to reconciliation, Indigenous self-determination, and increasing Indigenous presence and leadership across campus. It outlines goals such as strengthening relationships with Indigenous communities, boosting recruitment and retention of Indigenous students, faculty, and staff, embedding Indigenous ways of knowing in curriculum and research, and creating meaningful Indigenous spaces and programming, including a dedicated Indigenous Learning Space. The Indigenous Placekeeping Special Area of Focus within the Open Space Strategy draws from and builds on the Indigenous Strategic Plan.

EDIDA Strategic Plan

Western University's EDIDA (Equity, Diversity, Inclusion, Decolonization, and Accessibility) Strategy directs the university's efforts to foster an inclusive, equitable, and accessible campus. It emphasizes increasing representation and support for underrepresented groups, embedding decolonization and accessibility across policies, programs, and curricula, and cultivating a culture of belonging. By advancing systemic change and social justice, the strategy ensures Western is welcoming for all. The Open Space Strategy incorporates these EDIDA principles to guide the design of the campus's open spaces and mobility network.



Student Mental Health Strategy

Western University's Student Mental Health Strategy aims to enhance well-being, resilience, and support for students. It focuses on improving access to mental health services, fostering a culture of awareness and prevention, integrating wellness into campus life, and promoting collaboration among students, staff, and faculty to create a supportive and inclusive environment. The Open Space Strategy complements this by promoting the design of accessible, safe, and engaging outdoor spaces that promote social interaction, physical activity, and mental well-being across campus.

City of London Mobility Master Plan

The City of London's Mobility Master Plan guides the city's transportation future, emphasizing sustainable, safe, and efficient movement for all users. It prioritizes active transportation, transit, and road improvements, supports population and employment growth, and aligns with environmental and equity goals, ensuring accessible, connected, and resilient mobility across London, including areas surrounding Western University.

02
Existing Conditions

Western University is comprised of a wide range of high-quality open space and landscape character, which provides students, faculty, staff, alumni, and visitors with a distinct experience and impression for the overall campus. The integration of the natural environment, existing site topography, and organization of built form provides a unique set of influences, challenges and opportunities for the organization, design, and maintenance of the open spaces and circulation network across the campus. The following section is an inventory of Western's existing open space and circulation networks. The observations have been organized into a series of categories that chronicle the existing conditions and evolution of the campus. These observations contributed to design solutions, guidelines and strategies outlined in later chapters of this report.

2.1 Campus Ecosystem

Western University's campus is defined by a rich and diverse ecological system shaped by the Thames River corridor, extensive naturalized landscapes, and mature tree canopies. The campus sits within the Medway Creek Watershed and its open spaces play a crucial role in supporting biodiversity, managing stormwater, and creating a distinct campus identity.

The North Branch of the Thames River runs through the heart of campus and its riparian edges support native vegetation, provide wildlife habitat and serve key floodplain areas. These spaces also function as natural buffers between academic, residential, and recreational zones. Within this ecological landscape, there are several woodlots within the campus that also support regionally significant flora and fauna. The open spaces within the campus adds to the ecological framework of the campus that consists of natural and restored landscapes that promote pollinator habitats and low maintenance vegetation.

The topography and the river valley shape campus drainage patterns. Naturalized stormwater management features within the campus, including features implemented through the recommendations in the 2018 Open Space Strategy, such as ponds, wetlands, rain gardens and bioswales, work together to reduce runoff, improve water quality, and mitigate flood risk.

Trails, footpaths, and open green spaces integrate ecological systems with daily campus life. These environments enhance student well-being, support outdoor learning, and reinforce the university's identity as a campus embedded in nature.

2.2 Campus Character

The campus' collection of historic buildings, natural amenities and public open spaces are fundamental to the image of Western and are highly valued. Although the campus is well established, maintained and cared for by the university and campus communities, changes to the open spaces will be necessary to ensure Western continues to provide a collective and cohesive network of connected, sustainable and attractive outdoor spaces to meet the demands of pedestrians and cyclists as they move through campus.

Improvements to Western's public open spaces will evolve with ongoing campus development and the reorganization of parking, traffic and transit, to prioritize safe pedestrian movement, connectivity and comfort across the campus. While ensuring that all changes are sensitive to the program and use requirements of the existing spaces, the implementation of these recommendations will enhance the collective connectivity, experience and image of Western University's public realm.

Figure 3. Map showing comparison between existing green space and hard surfaces on campus

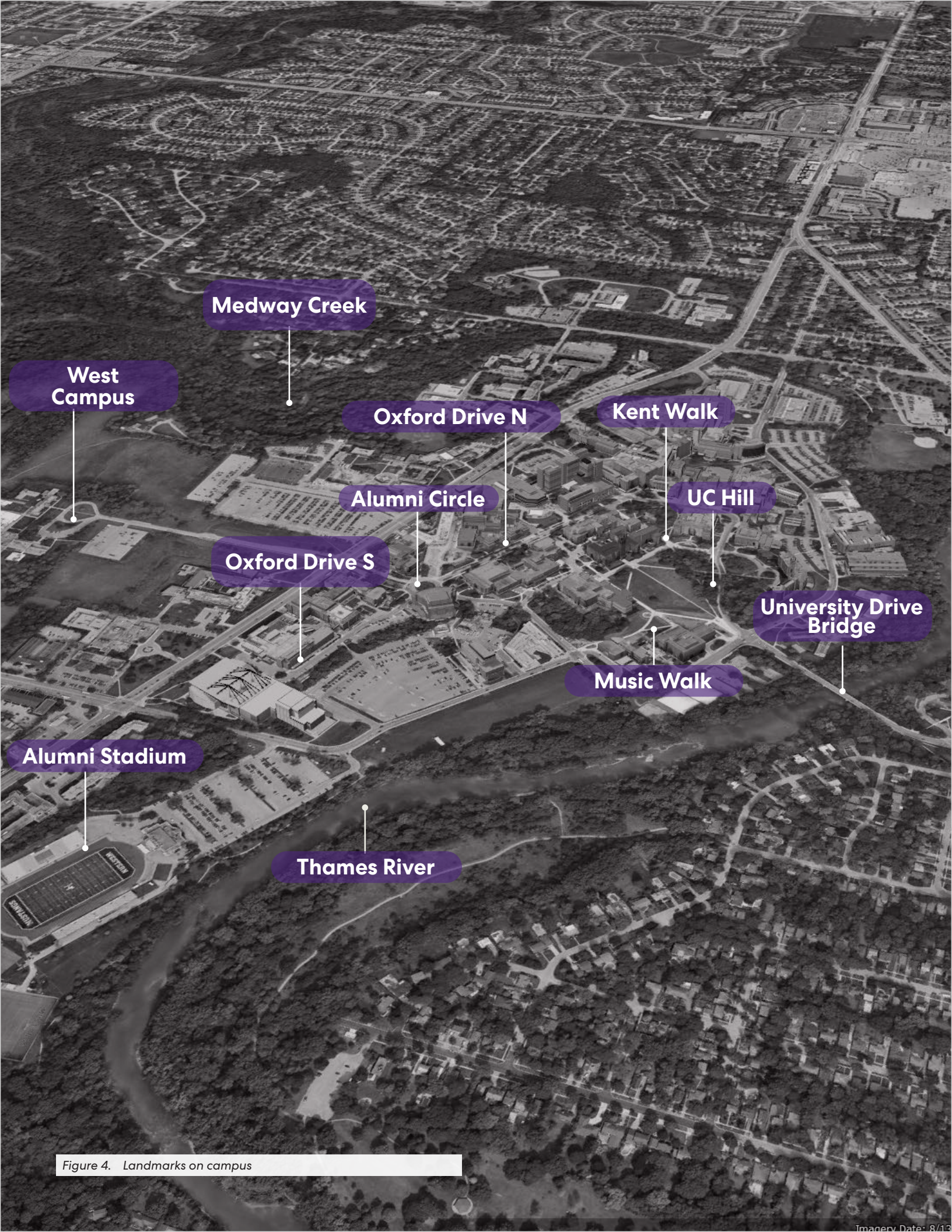


Figure 4. Landmarks on campus

2.3 New Developments

The current campus of Western University spans from Windermere Avenue to the north, the Thames River to the east, Medway Creek to the west, and extends southward towards Platt's Lane. The campus is undergoing substantial growth, with several new buildings currently under construction and many more proposed. These structures are designed with high architectural quality, creating opportunities for new open spaces. Brescia University College, previously an affiliated institution, has now been fully integrated into Western University, allowing the open space plan to extend west of Western Road, incorporating the lands now called West Campus.

Existing Buildings

The buildings at Western University showcase a range of architectural styles, from Collegiate Gothic to Modernist, all set within a vibrant network of open spaces that span across a diverse and dynamic topography.

Recently Completed, Under Construction, and Proposed Buildings

Since 2015, buildings 1-7 as shown below have been built on campus. Buildings 8-10 are under construction, and buildings 11-17 have been proposed on campus.

1

Amit Chakma Engineering Building

2

Wampum Learning Lodge Alterations

3

Western Interdisciplinary Research Building

4

FIMS and Nursing Building

5

Schmeichel Entrepreneurship and Innovation Building

6

LHSB Classroom Addition

7

WSRC Gym Addition

8

University Drive Residence

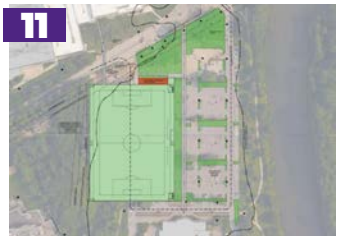
9

New Engineering Building

10

Pathogen Research Centre

11



Fieldhouse/Parking Structure

12

Western Commons

13

Faculty of Health Sciences Buildings

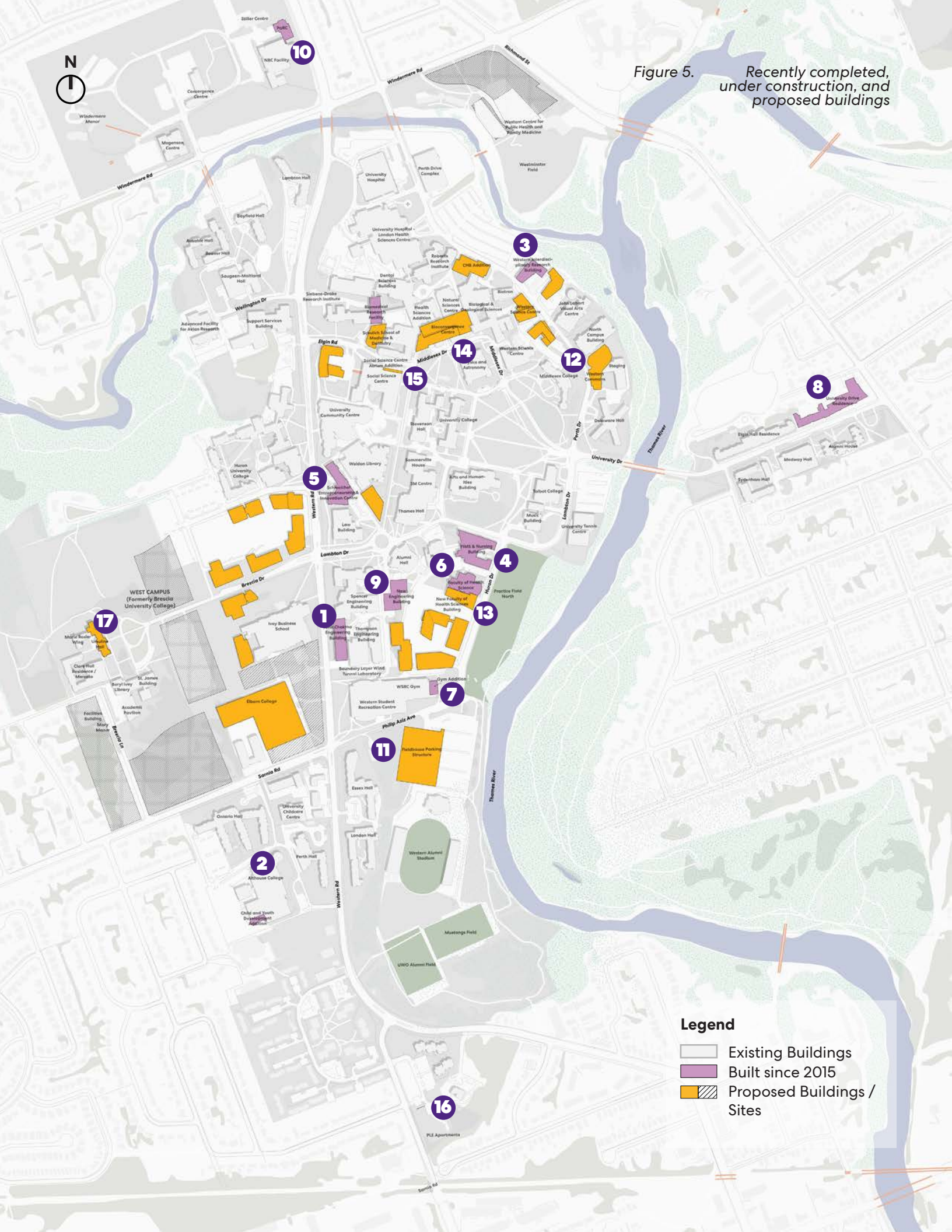
14

Bioconvergence Centre

15 *Social Science Centre Atrium Addition*

16 *Platt's Lane East Residence*

17 *Ursuline Museum & Archives (adaptive reuse of Ursuline Hall) and Relocation of McIntosh Gallery*


N
Figure 5.
Recently completed, under construction, and proposed buildings
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
WEST CAMPUS (Formerly Brescia University College)
Legend
Existing Buildings
Built since 2015
Proposed Buildings / Sites

Potential Development Sites

The following are the proposed development sites based on recent growth, floodplain constraints and most importantly, the integration of the West Campus lands into the Western University campus in the 2026 Campus Development Strategy. These sites are regularly maintained and not planned for preservation as naturalized spaces

Primary Development Sites

The following locations are designated in the Campus Development Strategy as Primary Development Sites, areas closest to the campus core that should generally be prioritized for development over the next decade:

- Perth Drive
- Middlesex / Elgin North
- Elgin South
- South Valley
- Sarnia / Western
- Springett / West Lands East

Secondary Development Sites

Secondary Development Sites are intended for longer-term development; however, supporting infrastructure such as road networks, bridge connections, and open space improvements should be implemented beforehand to strengthen connections between these areas and the rest of the campus.

- Westminster
- Discovery Park
- Oxford Drive
- Sarnia / Western Phase 2
- West Lands Central
- West Lands / FRAM · Althouse

Figure 6. View of Middlesex College and Delaware Hall

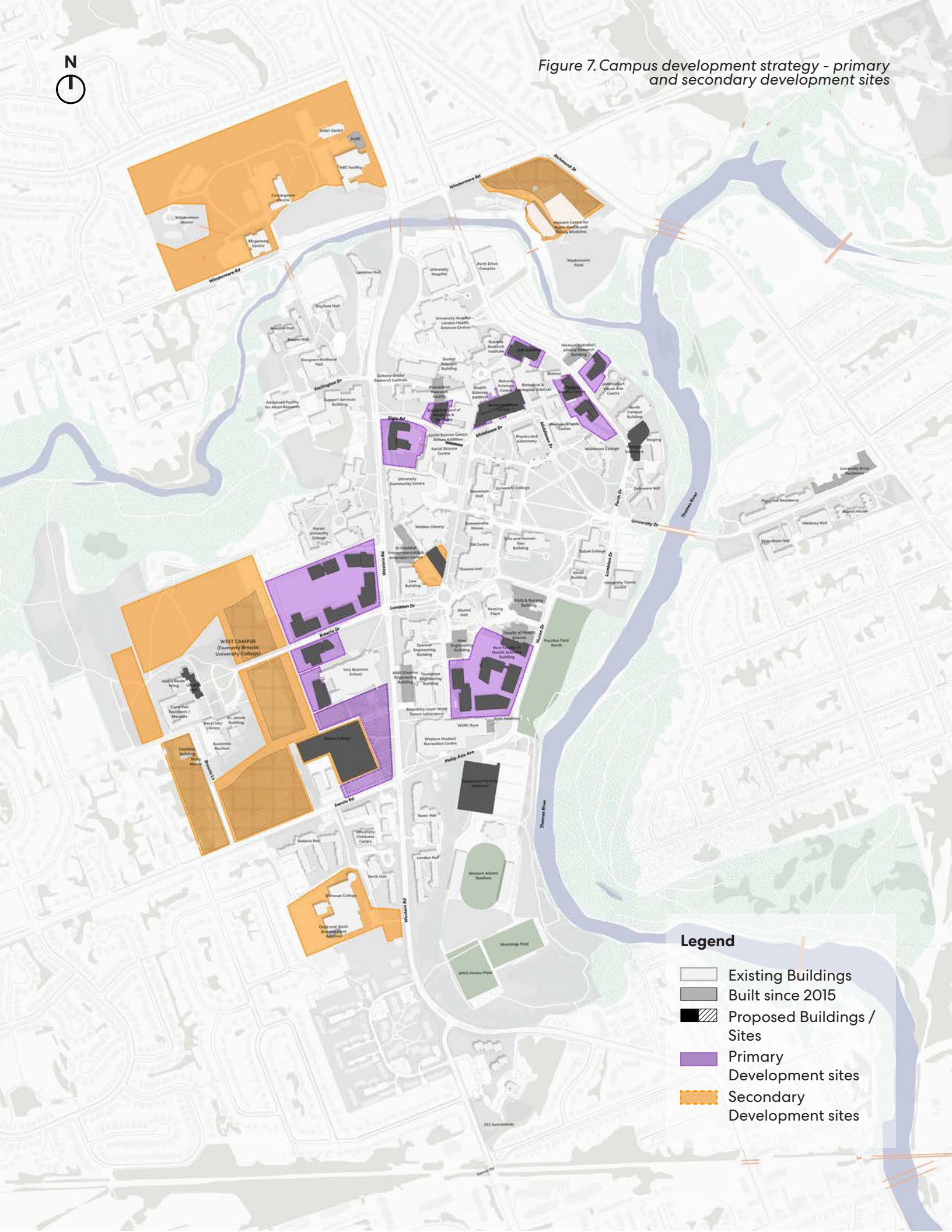


Figure 7. Campus development strategy - primary and secondary development sites

2.4 Landscape and Open Spaces

The landscape of a university campus plays an important role in creating engaging, functional and sustainable environments for learning and socializing. The sense of heritage and history of Western is reinforced not only by built form, but also by established landscapes and tree canopy across the campus. The wide variety of open spaces within the campus can be categorized as follows:

Open Spaces: The campus boasts a variety of open spaces, both softscape and hardscape including grass lawns, landscaped planters, and other open spaces nestled between buildings, framed by a rich canopy of trees. There have been recent improvements to some of the green spaces across campus including:

1. Kent Walk: The street and parking area on Kent Drive were redesigned as a pedestrian plaza with stone pavers in 2018.

2. Kent Walk North: Completed in 2021, Kent Walk North walkway includes improvements to Kent Drive North that will extend the paving stone walkway from University College north to the Physics and Astronomy Building and west between Stevenson Hall and McIntosh Gallery. The design also includes benches for gathering and Low Impact Development (LID) infrastructure.

3. University College (UC) Hill walkway: Building on the recommendation of the Open Space Strategy(2018), the walkways at UC Hill were upgraded to improve accessibility and create a gathering plaza near University College in 2023.

4. Music Walk: Walkway improvements with continuous paving and landscape features including raingardens on the west side of Talbot College and the Music Building.

Courtyards and Plazas: The campus's open space network is further enriched by a series of interconnected courtyards and plazas that seamlessly link outdoor spaces with internal areas. These spaces serve as vital "third places," fostering community within the campus. They support academic activities, serve as cultural hubs, and function as key nodes that unify the broader open space network. Featuring a mix of hardscaped and softscaped elements, these spaces are versatile and integral to campus life. Figure 12 shows the courtyards and plazas on campus, including:

- Engineering Building Courtyard
- Thames Hall / 3M Courtyard
- Jancey Garden
- Collip Courtyard
- Beryl Ivey Garden
- University College Courtyard

Potential Development Sites: Figure 12 shows lands that presently function as landscaped areas. These spaces serve interim campus needs and are maintained accordingly; however, they are not intended for permanent open space use or naturalization. Over time, these sites may be developed to support future projects and services consistent with the Campus Development Strategy.

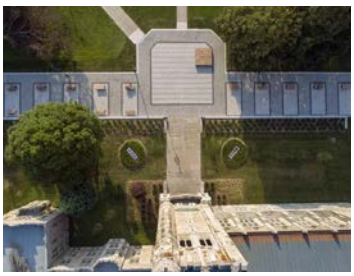


Figure 8. Kent Walk plan view (Source: Western University)

Figure 9. University College (UC) Hill walkway (Source: Western University)

Figure 10. Kent Drive North (Source: Perkins&Will)

Figure 11. Music Walk (Source: Western University)

Figure 12. *Open Spaces within campus*

Landscaping along streets: The campus's current landscape consists of planting along the edges of its streets, ranging from a continuous canopy of mature trees to smaller planter beds with ornamental vegetation. However, this kind of intentional, well-structured streetscape planting is limited and is primarily found along Oxford Drive and Western Road.

Woodlots:
The variety of mature trees in the woodlots and plantings across the campus are the backdrop for Western's natural character. Protection of the existing canopy to avoid further fragmentation of natural areas by development, and opportunities to enhance these areas with additional plantings of broad-leaf species such as oak, maple, beech and other indicator species of Carolinian Forest ecosystems will be important to provide greater connectivity and strengthen the natural environment along the riverfront and throughout the campus.

LID infrastructure: LID infrastructures are landscape features that play an essential role in collecting and infiltrating stormwater into the ground. Coming out of the Open Space Strategy (2018) rain gardens with several native species were installed as part of the following recently completed open space improvements within campus such as Kent Drive North and Music walk.

Figure 14. Western Alumni Stadium (Source: Macleans.ca)

River:
The existing campus provides an array of natural areas including the Thames River, Medway Creek, and remnant woodlots along the river corridor and through the campus. Trails through the river areas area provided in some locations; however, they are currently not-defined as a continuous network with the campus and are underutilized by pedestrians.

Sports fields: Sports fields are essential elements of a university campus, offering spaces for physical activity, social interaction, and community building. Currently, the campus includes several sports fields located in its southern area, such as Alumni Stadium, Mustangs Field, and Alumni Field. Additionally, the open space east of Huron Drive, situated between Huron Drive and the Thames River, is also utilized as sports fields. These fields are interconnected by a network of trails that link them to the broader campus and the surrounding street network.

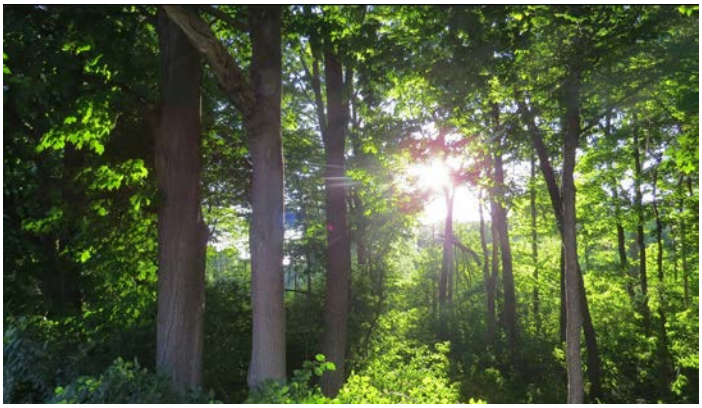


Figure 13. Existing Woodlots (Source: Western University)

Figure 15. Rain garden in front of Physics and Astronomy building (Source: Western University)

2.5 Signage and Wayfinding

The current organization of the campus' signage and wayfinding system varies across the campus. Gateway signage associated with the entrance piers at the Lambton Drive and University Drive entrances are a contemporary approach adding purple coloured paneling on the historic stone piers to establish the brand and identity of the campus. Many of the other entrances to the campus are without branding elements, and offer an opportunity to extend levels of this treatment to all gateways across the campus.

Wayfinding signage within the campus is provided through campus key maps that are provided at three locations across the campus: at the Lambton Drive entrance, on University Drive, and on Elgin Road. These signage elements are located at lay-bys along the roadways with focus towards driver use. Additional wayfinding signage is provided as pole mounted directional signage, or backlit street signs to orient visitors across the campus. Moving further into the core of the campus, ground-mounted building demarcation signage helps to orient pedestrians on campus.

The recommendations and guidelines within this Western Open Space Strategy will outline opportunities to implement a consistent standard of wayfinding elements at all entrances and key nodes of the campus to assist with pedestrian orientation. As new signage is created, it should consider opportunities to incorporate Indigenous languages in the design.

Figure 16. Gateway signage at the Lambton and University Drive gateways.

Figure 17. Campus maps at the Lambton, University Drive and Elgin Drive entrances.

Figure 18. Directional pole-mounted signage.

Figure 19. Street signs with backlit decals provided within the campus.

Figure 20. Signage elements common at each building location.

Figure 21. Directional signage with similar style to the building signage features.

Figure 22. Directional signage implemented in the Western Discovery Park.

Figure 23. Street flag signage to indicate campus area.

Figure 24. Walkway location indicator found throughout the campus.

Figure 25. Moveable signage panels found throughout the campus.

2.6 Accessibility Across Campus

The existing topography of the campus creates challenges which limit Western's ability to provide pedestrians with a fully barrier-free network of travel routes. Although overall grade change occurs in both the north-south and east-west directions of the campus, it is most evident when traveling from west (high) to east (low), falling towards the Thames River. Areas with significant changes in vertical elevation, such as the western edge of the South Valley parking lot, and along the east side of Alumni Hall and the Power Plant, create barriers and are disruptive to the user journey. The existing buildings, including Natural Sciences, Biological and Geological Sciences, the Collip Building, and Middlesex College, retain the variations in grade between Middlesex Drive, Dental Circle and Perth Drive to the east.

Stairs and steeply sloped walkways such as the ones connecting Essex and London Hall Residences to Alumni Stadium present significant accessibility challenges. Although handrails are provided in these and other localized grade change areas, the slopes exceed current AODA public space standards of 6.7% for exterior walkways.

Accessibility improvements on campus remain a priority. This is exemplified by the recent walkway improvements from Talbot College to the Arts & Humanities Building. With a slope of 5% or less, the new wider walkway is a longer, gentler ramp. In addition, regrading is considered on a case-by-case basis as new buildings are being developed on campus, such as the new Engineering Building in the academic core. Other accessibility provisions are evident across the campus including drive lanes and crosswalk locations, where audible tones are provided at signalized intersections, and a mix of tactile detection strips and pavement markings (generally surface painted) are provided to define crossings.

Buildings across the campus have a range of standards for ramping at entrances set forth by the university. Locations such as the Physics and Astronomy Building, Delaware Hall Residence and Richard Ivey Building provide excellent precedents of how accessible design can be integrated into building entrance ways. Stairways across the campus also vary in standard with some instances providing tactile or coloured banding along treads and top landings.

Figure 26. The bright red plates and yellow concrete ramps located at the edge of road crossings provides aid for the visually impaired. (Source: Western University)

Figure 27. Street pedestrian ramp path connecting Essex Hall Residence (EHR) to Alumni Stadium Lot. (Source: Western University)

Figure 28. Curb cuts provide accessible routes (Source: Western University)

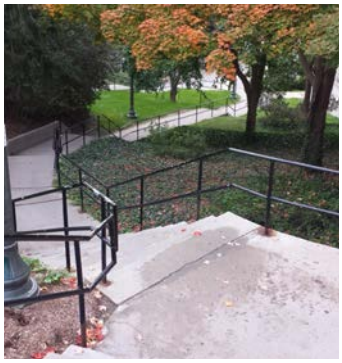


Figure 29. Staircase running between Alumni Hall and the power plant. (Source: Western University)

2.7 Lighting and Safety

Western's campus provides a completely different experience during evening hours, as the character and experience of the campus changes dramatically at night. The majority of the pedestrian areas across the campus are lit with older high pressure sodium fixtures, which emit a lower level of light, and cast a dull orange colour on the spaces around it. When put in contrast against the modern higher output metal halide or LED lighting that is provided within portions of the Western Road right-of-way, along University Drive, in parking areas or at the University Community Centre, these high pressure sodium lit areas appear much darker and can create dark pockets along walkways or around corners. Lighting is generally provided along all internal roadways and walkways, but there are noticeable dark areas along major pedestrian routes and open spaces including the South Valley/Engineering Drive, along Lambton Drive between Thames Hall and the Music Building, University Hill and the open space between the Weldon Library and Western Road. The intersection at Philip Aziz Avenue is as a major pedestrian gateway, which will be seeing upcoming improvements led by the City of London. These improvements will include right-of-way widening to accommodate sidewalks, a separated cycling facility, and upgraded lighting.

Figure 30. Existing light standards at Talbot Parking Lot (Left) and University Drive (Right). (Source: Western University)

Figure 31. Difference between LED and High Pressure Sodium fixtures on Oxford Drive. (Source: Western University)

Figure 32. Nighttime lighting conditions at the U.C. Hill walkway. (Source: Western University)

Figure 33. Bollard lighting at Ontario Hall Residence. (Source: Western University)

2.8 Landscape and Open Space Issues

Open Space Network Issues

- Need for cohesive open space identity: Historic buildings and landscapes are valued, but updates are required to maintain a unified, connected, and pedestrian-focused campus
- Impact of campus growth: New and proposed buildings require coordinated open-space planning, including integration of the former West Campus
- Variation in landscape quality: Open spaces vary widely in character, condition, and function; recent improvements exist and provide a template for future improvements
- Underutilized natural areas: Trails along the Thames River and Medway Creek lack continuous, defined networks and are underused

Accessibility Issues

- Challenging topography: Steep grade changes especially west to east toward the Thames River limit barrier-free travel
- AODA non-compliant slopes: Many heavily used paths exceed 6.7% maximum slope (e.g., University Hill, routes to Alumni Stadium).
- Dependence on stairs: Key connections rely on stairs or steep walkways, creating barriers for many users
- Inconsistent accessibility features: Variable quality of ramps at building entrances and uneven standards for tactile indicators and stair banding
- Fragmented accessible routes: Grade-retaining buildings in the north create separated pedestrian levels
- A consistent, cohesive approach to campus accessibility is required, supported by ongoing audits

Signage and Wayfinding Issues

- Inconsistent gateway branding: Only some entrances use updated branding (purple panels on stone piers); many lack cohesive identity
- Driver-oriented wayfinding: Key maps are designed for vehicles and provided at only three locations
- Fragmented signage system: Mix of pole-mounted, backlit, and ground-mounted signs creates inconsistency
- Lack of unified standards: No campus-wide approach to signage at entrances or major nodes

Lighting and Safety Issues

- Aging lighting infrastructure: Widespread use of high-pressure sodium fixtures creates dim, orange illumination
- Uneven lighting levels: Contrast between older and newer LED/metal halide lighting creates dark pockets
- Poorly lit major routes, including noticeable dark areas at:
  - South Valley / Engineering Drive
  - Lambton Drive (Thames Hall to Music)
  - University Hill
  - Space between Weldon Library and Western Road

2.9 Mobility

Students, faculty, staff, alumni, and visitors access Western University through the multimodal mobility network on and around the campus. Both campus streets and services, as well as those provided by the City of London and the London Transit Commission (LTC), contribute to the mobility choices and experiences of commuters. This section summarizes key elements of the mobility network today and the issues and opportunities it presents. Key conditions at the individual street level are highlighted along with the associated recommendations in the Recommendations chapter.

Street Types

The existing mobility network at Western University includes several types of streets and paths, varying by level of access and types of users:

Full Access Streets

These streets are open to users of all modes, including pedestrians, bicyclists, private vehicles, buses, and service vehicles. Today they are typically designed with vehicle lanes and sidewalks, and dedicated bicycle lanes are not common on Western's campus. Some of these streets are owned by the university, such as Lambton Drive, and others are owned by the City of London, like Western Road, Philip Aziz Avenue, and Brescia Lane.

Pedestrian and Bicycle Only Streets

Some streets on campus have been converted to allow pedestrian and bicycle access only, such as Oxford Drive between Middlesex Drive and Lambton Drive. Today, gates prohibit vehicles from entering these streets. Service vehicles are permitted access to serve adjacent buildings, as needed.

Pedestrian Paths

Off-street sidewalks and unpaved paths connect pedestrians directly to campus buildings, often tying in from streets, parking lots, or crisscrossing campus greens, as well as a mix of paved and unpaved walking trails along the Thames River. Only pedestrians are allowed on these paths.

Service Access Streets

Many buildings on campus have alleys providing direct access to building loading docks for service vehicles. Private vehicles are typically prohibited. In some cases, such as on Kent Drive, a limited amount of parking is provided on these streets, and security booths are installed at the entrances to provide restricted access to these small lots. Pedestrians and cyclists may also use service access streets.

Figure 34. Existing Street Network Map

Network Design

The main campus of Western University is organized with four primary north-south streets:

- **Western Road** is a full access city street on the western edge of campus, connecting Western University to the surrounding area. It leads to residential neighborhoods and the shopping centers at Masonville to the north, and toward Downtown London heading south. It is a four-lane divided street, with additional turn lanes at major intersections. It serves as the primary front door to campus for the community.
- **Oxford Drive** runs north-south through the center of campus. Between Middlesex Drive and Alumni Circle, it was closed to vehicular through traffic and now serves pedestrians, cyclists, and service vehicles only. South of Alumni Circle, it is gated, with access limited to service vehicles and permitted parking access.
- **Perth Drive/Huron Drive** is a full access campus street looping along the eastern edge of the main campus. It connects to Windermere Road and Richmond Street on the north end and curves west becoming Philip Aziz Avenue/Sarnia Road on the south end. It is a two-lane road, with additional turn lanes as needed. It is a key connection to University Hospital and provides access to most of the hospital's parking. From the hospital to Windermere Road, Perth Drive is hospital property.
- **Richmond Street** is a full access city street the far eastern edge of campus, connecting to the residence halls along University Drive. Like Western Road, it connects the campus to residential and shopping areas to the north and Downtown London to the south. It is a four-lane road with additional turn lanes as needed.

There are four primary east-west streets:

- **Windermere Road** is a full access city street on the north end of campus. It connects to residential neighborhoods and the Medway Valley Heritage Forest to the west and residential neighborhoods and the Stoney Creek recreation area to the east.
- **Elgin Road/Middlesex Drive/University Drive** is a full access campus street running east-west from Western Road to Richmond Street. In the campus core, it provides direct access to many primary academic buildings. A portion of the street is one-way. To the east, it is the only street on campus to cross the Thames River, connecting to residence halls, Richmond Street, and King's University College to the east.
- **Lambton Drive/Brescia Drive** is the primary entrance to West Campus. It is the primary entrance to the main campus from Western Road. On the eastern end, it curves into Perth Drive.
- **Philip Aziz Avenue/Sarnia Road** is a full access street on the southern edge of Western University. To the west, Sarnia Road—a city street—extends to residential neighborhoods. To the east, Phillip Aziz Avenue is a city street that curves and turns into Huron Drive. The City is reconstructing it as a complete street in 2026, including directional bicycle lanes and continuous sidewalks. The proposed Fieldhouse and Parking Structure will be accessed via Philip Aziz Avenue.

Between these primary streets, most connections in the campus core are pedestrian-only paths. Smaller service alleys and restricted access streets—typically cul-de-sacs—provide direct access to buildings, loading docks, and parking lots across campus. The Thames River borders the eastern edge of campus, bringing natural beauty to Western University and significantly restricting east-west connections to the surrounding community to two bridges: one on Richmond Street and another at University Drive.

Brescia University College became fully integrated with Western University in May 2024. Today, its street network is limited to **Brescia Drive**—a full-access cul-de-sac connecting the primary building entrances and parking lots to Western Road—and **Brescia Lane**, a full-access street on the western edge of campus that provides access to additional parking and secondary building entrances. Future development of West Campus is a key consideration of the Campus Development Strategy and integration of the street network as that property develops will be a key consideration of this plan.

Speeds

Western recently reduced posted speeds on campus streets to 30 kilometers per hour (km/h). Reduced speeds are associated with reduced crash rates. When crashes may occur, they are less likely to result in serious injuries or fatalities at lower speeds. This change supports a safer environment for all road users and reduces the speed differential between bicyclists and vehicles, making it more comfortable to bike in shared lanes.

Pedestrian Flows

Walking to Campus

Most people walking to campus live nearby in surrounding residential areas to the southwest (Western Road at Philip Aziz Avenue), east (University Drive), and northwest (Western Road at Wellington Drive). Sidewalks on Western Road are actively used by pedestrians on both sides of the street, and high volumes of pedestrians were observed at intersections including Philip Aziz Avenue, Lambton Drive, and Elgin Drive. For those walking to campus from the east, the intersections of University Drive and Richmond Street and University Drive and Lambton Drive/Middlesex Drive are busy areas for pedestrian activity.

Walking Around Campus

- **Between Campus Destinations:** On campus, the flow of pedestrians generally follows a north-south movement along Oxford Drive (between the Thompson Recreation and Athletic Centre, Alumni Hall, the Weldon Library, University Community Centre (UCC) and the Natural Sciences transit hub along Oxford Drive), and an east-west direction between the UCC and across University Hill down to University Drive.
- **Access to Parking Facilities:** Even those driving to campus become pedestrians from the parking facility to their destination. Parking areas on the west side of Western Road generate pedestrian traffic at signaled intersections, and through the pedestrian tunnel leading to the Entrepreneurship Centre, UCC, and Weldon Library. Other large parking areas include the Huron Flats Lot and the South Valley Lot on the south end of campus and the Chemistry Lot on the north end.

Figure 35. People walking on Middlesex Drive

Figure 36. Pedestrian pathways

Figure 37. Eastern crosswalk at Alumni Circle

Pedestrian Infrastructure

Most streets on and around campus provide standard sidewalks for pedestrians on both sides of the street. Exceptions include:

- Philip Aziz Avenue – Both sides (Western Road to Huron Flats Lot), currently undergoing a Complete Street transformation in 2026 by the City of London, including new sidewalks
- Middlesex Drive – Temporary walking lane provided on the north side of the street using concrete jersey barriers
- Brescia Drive – North side
- Wellington Drive – East side (Support Services Building to Windermere Road)
- Huron University College Entry – North side along the South Parking Lot and the dining hall (Maintained by Huron University College)

In addition to filling in these gaps in the sidewalk network, there are opportunities to upgrade sidewalks to improve pedestrian comfort. Most sidewalks are a minimum width (about 1.5 m) and do not have buffers between the sidewalk and vehicle lanes. Widening the sidewalk and adding a buffer where possible would be especially helpful on major roads like Western Road with higher pedestrian volumes, along with higher vehicle volumes and speeds.

Pedestrian-Only Zones

In the car-free campus core, pedestrian pathways and plazas are provided between streets to connect directly to buildings and other destinations.

Crossings

On primary streets surrounding the campus, pedestrian crossings are provided at signalized intersections. These are typically standard, high-visibility crosswalks in good to fair condition. There is an opportunity to enhance these crossings with features like pedestrian refuges. In locations where high-visibility striping has not been used—such as at Western Road and Elgin Road—it should be added to make the crosswalks more prominent.

In addition to these at-grade crossings, there is a tunnel under Western Road just north of Huron University College Entry, which connects from the UCC to the Huron Dining Hall and Springett Parking Lot. Potential upgrades to this tunnel would be advanced in collaboration with Huron University College.

On campus streets, crossings are typically standard unsignalized crosswalks. In some locations, pedestrian refuges or push-button activated flashing beacons have been added to prioritize pedestrians at unsignalized crossings on Huron Drive and Perth Drive.

Trails

Trails provide a natural setting to walk along the Thames River, with a mix of paved and unpaved facilities. There are continuous trails on both sides of the river along most of the campus, with a notable gap on the west bank from the practice fields to University Drive.

Situated in scenic parklands on the east side of the river, the Thames Valley Parkway (TVP) is the City's premier trail. The TVP is an accessible, asphalt trail, which extends 45 kilometres and connects to riverfront parks, Downtown London, and 150 kilometres of additional paths linking all areas of London. Beyond its recreational role, the TVP functions as a major active transportation corridor, supporting daily walking and cycling commutes to campus, particularly from the east and south.

Traffic Calming & Pedestrian Safety

Prioritizing pedestrians was the primary Big Move from the 2018 Open Space Strategy, with pedestrian safety as a central principle. Over the last several years, Western has installed traffic calming features to encourage slower driving and a more comfortable walking environment. Recent changes have included speed bumps and raised crosswalks in areas where roadway geometry may encourage speeding. Medians and curb extensions were installed on Huron Drive to narrow lane widths, reduce vehicle speeds, and shorten pedestrian crossing distances.

In some cases, temporary materials like concrete jersey barriers have been used to quickly implement traffic calming measures.

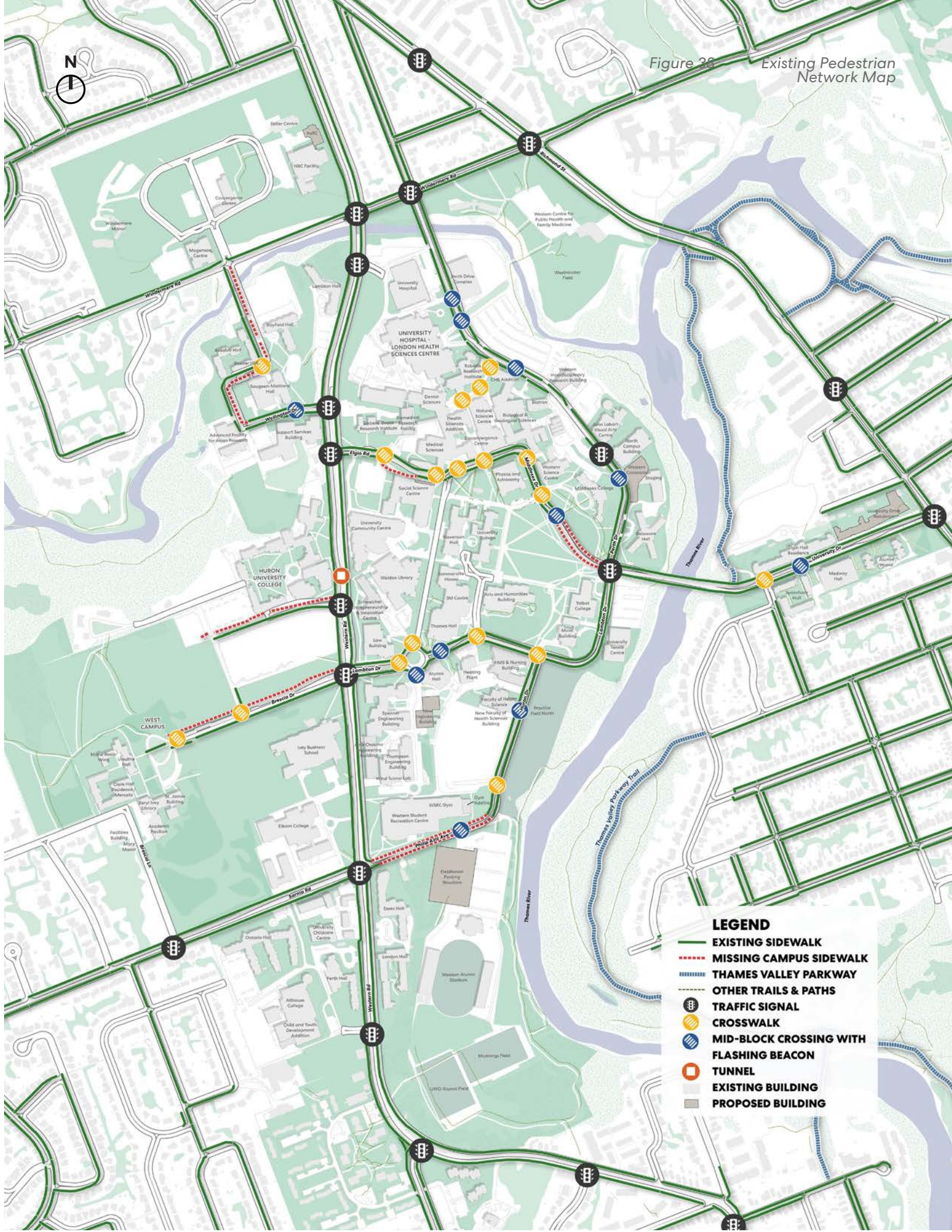


Figure 28 *Existing Pedestrian Network Map*

Bicycling

Bicycle Infrastructure

The Western University campus and surrounding neighborhoods have a limited but growing network of bicycle infrastructure, including pedestrian- and bicycle-only streets, along with:

- **Shared Cycling Facilities:** Most existing campus bicycle routes have "sharrows," painted markings indicating vehicles should share the lanes with cyclists, often accompanied by "share the road" signs. These include portions of Lambton Drive and Perth Drive. Western recently reduced the campus speed limit to 30 km/h, which supports safer and more comfortable cycling conditions in shared lanes, reduces the likelihood of crashes, and reduces crash severity.
- **Bicycle Lanes:** Portions of Western Road and University Drive have on-street bicycle lanes. They are typically 5 to 6 feet wide, meeting minimum width standards, but do not have buffers separating them from vehicle lanes.
- **Physically Separated Bikeways:** In the campus core, Oxford Drive (Middlesex Drive to Lambton Drive) and parts of Middlesex Drive have two-way bikeways separated from vehicle lanes by a concrete curb. On the east end of Middlesex Drive, the facility meets minimum width requirements, but a wider facility is preferred for two-way operations. On the west end of Elgin Road/Middlesex Drive, there is a mix of a sharrow and a substandard width two-way separated bikeway, with no transition between the facilities. The separated bikeway on Oxford Drive is also significantly narrower than minimum standards. It is marked as a two-way facility, but at 6 feet wide, it is only sufficient for a single direction of travel.

  The City of London is working on complete street projects for portions of Western Road, Sarnia Road, and Philip Aziz Avenue, which will bring separated bickeways to these streets in 2026.

Low-stress facilities—such as off-street trails, shared use paths, separated bikeways, and routes on low-volume, low speed streets— should be prioritized as the network is developed to attract the widest range of potential cyclists and create a safe, comfortable place to ride. The system should be developed as a continuous network without gaps to maximize its utility.

Bicycle Parking and Shelters

Covered parking for up to 60 bicycles was available in a shelter in the Alumni Thompson parking lot. Permits at the popular facility sold out in prior years. With the construction of the New Engineering Building on that lot, the bicycle parking shelter is being relocated elsewhere on Oxford Drive South.

Additional bicycle lockers are available at UCC Concrete Beach, the Health Sciences Building, and behind the Support Services Building.

The Western Active Transportation Society survey (Fall 2021) indicated respondents would be more likely to frequently bike to campus if more secure bicycle parking was available. They prefer multiple, smaller bicycle parking shelters dispersed across campus in convenient, visible locations, rather than fewer, consolidated locations.

Shared Micromobility Programs

Western supports the City of London in pursuing a regional bike share program that could cover campus and supporting greater mobility for the campus community.

Figure 39. Two-way cycle track on Middlesex Drive near Perth Drive

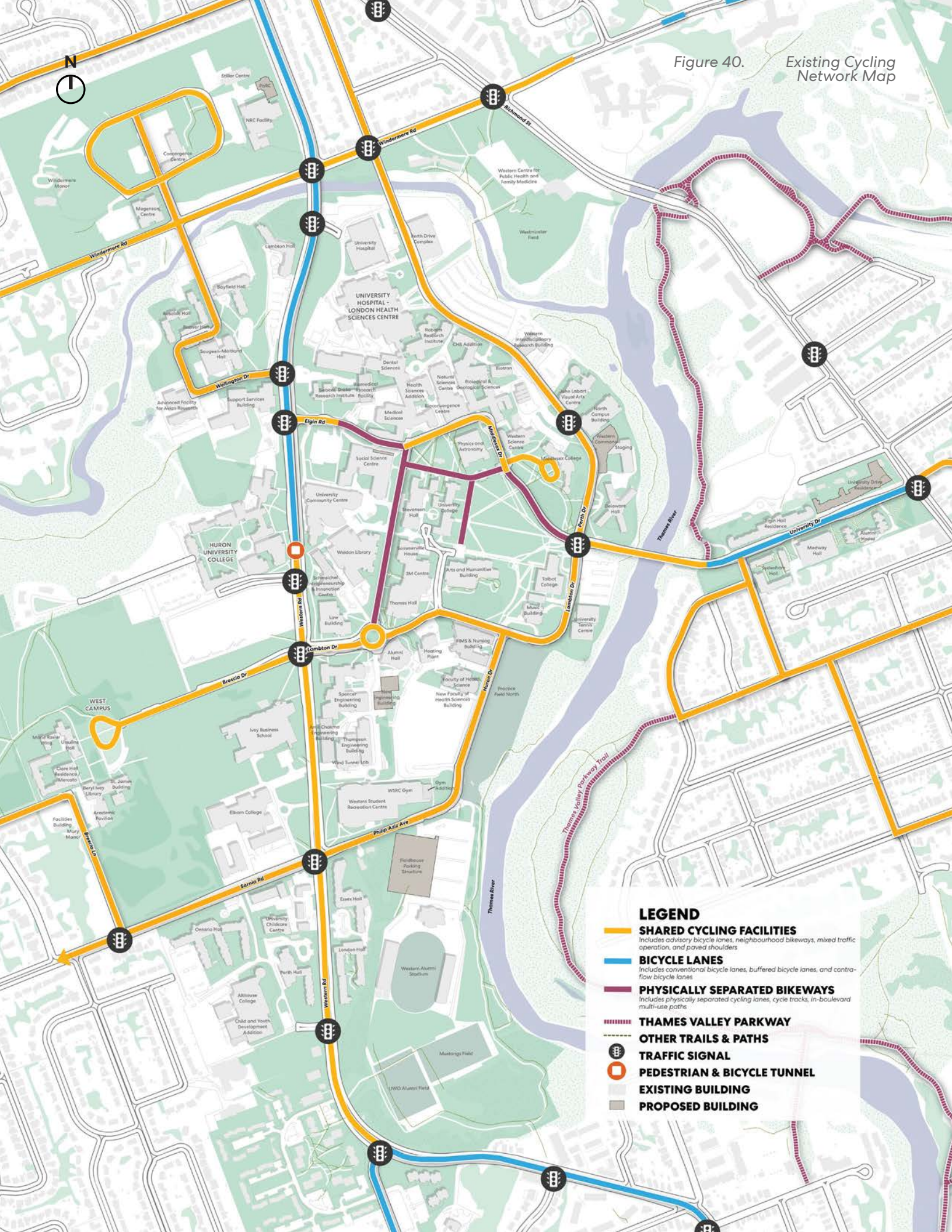


Figure 40. Existing Cycling Network Map

Transit

Many students, faculty, and staff at Western University access the campus via transit.

London Transit Commission (LTC)

Most transit to campus is provided by LTC, which provides transit services for the London area. All undergraduate and graduate students receive an LTC bus pass as part of their tuition.

Routes with service to campus include:

- Route 2: Natural Science – Trafalgar Heights/ Bonaventure*
- Route 6: University Hospital-Parkwood Institute*
- Route 9: Downtown – Whitehills
- Route 13: Masonville Place – Barker at Huron
- Route 27: Fanshawe College-Capulet
- Route 31: Alumni Hall – Hyde Park Power Centre*
- Route 33: Alumni Hall – Proudfoot*
- Route 34: Masonville Place – Alumni Hall/Natural Science*
- Route 90: Express Masonville Place White Oaks Mall
- Route 93: White Oaks Mall – Masonville
- Route 94: Express Natural Science – Argyle Mall
- Route 102: Downtown – Natural Science
- Route 106: Downtown – Natural Science
- Route 127: Natural Science – Capulet

**Western University is the end of the line for these routes.*

Mustang On-Demand

Western provides Mustang On-Demand (MOD) service to help students get around campus at night. This free, on-demand service is available through the MOD mobile application during the academic year on Thursday, Friday, and Saturday nights, starting at 12:00 a.m. until 3:00 a.m.

Figure 41. Buses picking up passengers on Middlesex Drive near the Natural Sciences Building

Figure 42. Buses near crosswalk at Alumni Circle

Figure 43. LTC bus on Middlesex Drive near Middlesex College

Figure 44. Riders boarding an LTC bus on Western Road

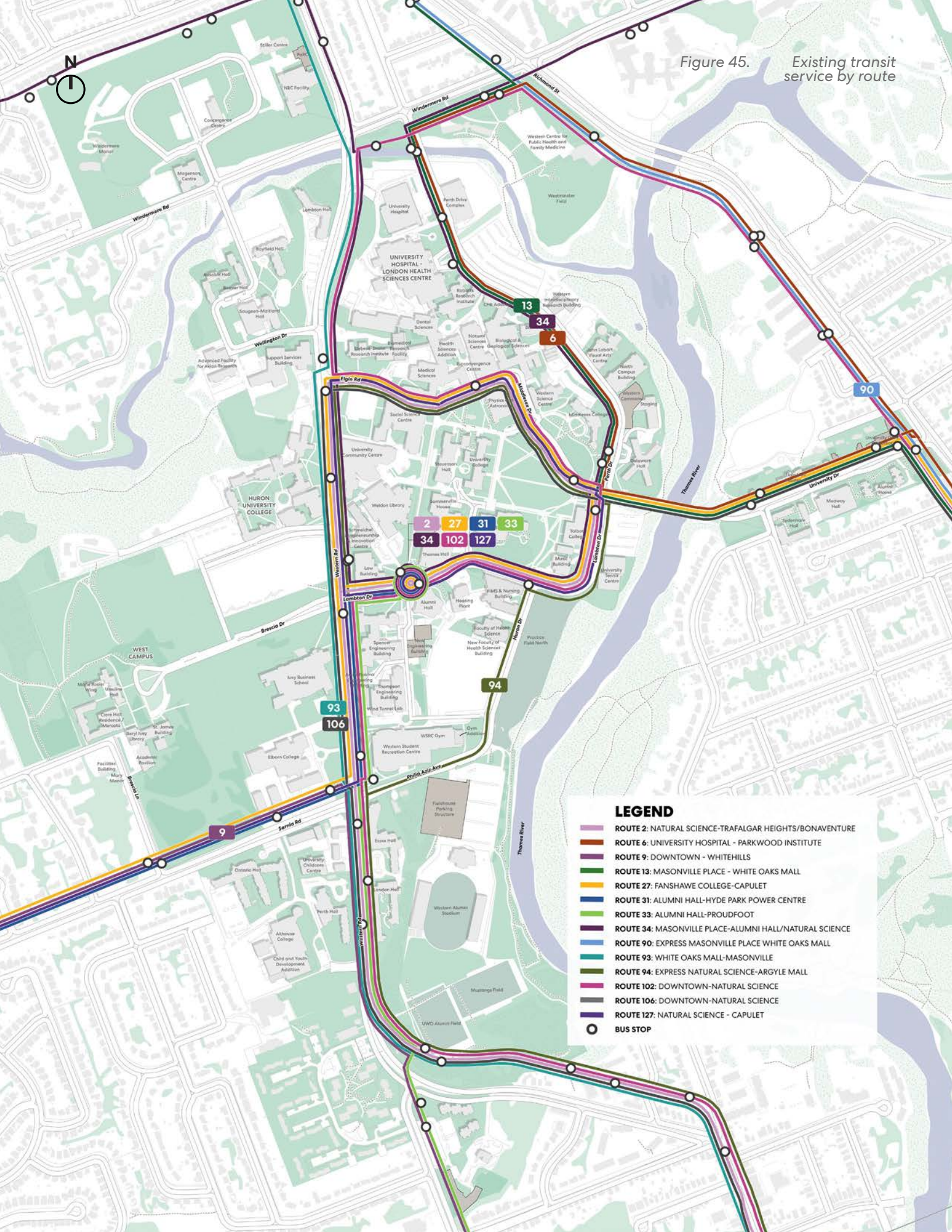


Figure 45. Existing transit service by route

Transit Streets

On campus, transit service operates on Western Road, Philip Aziz Avenue, Lambton Drive/Alumni Circle, Perth Drive, University Drive, and Middlesex Drive/Elgin Road. Transit activity is heaviest along Western Road (up to eight routes operating) and in the central campus loop of Lambton Drive/Alumni Circle, Perth Drive, and Middlesex Drive/Elgin Road (10 routes operating).

Primary Transit Stops

Most transit activity on campus is concentrated at the Natural Sciences Building and Alumni Hall:

- **Natural Sciences Building:** This stop is centrally located on Middlesex Drive, providing convenient access to nearby academic buildings, research facilities, and the hospital. It has the highest average weekly ridership on campus, with more than 33,000 riders. Because a portion of Middlesex Drive is a one-way street, all buses approach from the east at Middlesex Drive and Perth Drive and head west to Western Road. Today, seven LTC routes (Routes 2, 27, 34, 94, 102, 106, and 127) stop at this location, loading on the north side of the street. This stop is the end of the line for five of these routes, meaning operators are often scheduled to layover in this location, resulting in longer dwell times. LTC reports up to seven buses at a time stage in this location, dwelling for up to 10 minutes each.

- **Alumni Hall:** About 0.46 kilometre to the south, pair of stops at Alumni Hall is nearly tied for the highest ridership on campus, with just over 33,000 combined average weekday riders. Seven routes stop at this location (Routes 2, 27, 31, 33, 34, 102, and 127). They stage along the Alumni Circle roundabout. Routes 31 and 33 lay over in this location for up to five minutes. Because curb space along this multi-leg roundabout is limited, these buses have been observed to park too close to crosswalks, limiting visibility of approaching pedestrians. A new design is recommended for this location to address safety concerns.

Table 1. LTC Average Weekly Ridership by Stop (2023)

Rank	Location	Weekly Ridership
1	Natural Science	33,054
2	Alumni Hall EB	17,949
3	Alumni Hall WB	15,219
4	Western Road North of Philip Aziz SB	13,935
5	Western Road at Sarnia Road SB	12,235
6	Sarnia Road at Western Road SB	9,571
7	Western Road at Lambton Drive SB	8,918
8	Talbot College	6,895
9	Delaware Hall SB	6,885
10	Delaware Hall NB	5,862

In addition to these public transit routes, private charter companies informally pick up and drop off passengers in various parking lots on campus. These companies offer intercity bus service from london to destinations like Toronto, Pearson International Airport, and other cities in Ontario. This new service is occurring on an ad hoc basis and additional coordination with these companies is needed to regulate and improve the organization of bus staging.

Gateways

- **Pedestrian Gateways**: The major pedestrian gateways into the campus are at:
  - Philip Aziz Avenue and Western Road at the south end of campus;
  - Lambton Drive where it meets Western Road;
  - Through the pedestrian tunnel beneath Western Road connecting the Springett Lot with the Student Services Building, Weldon Library, and the Entrepreneurship Building;
  - The Elgin Drive entrance from Western Road which collects traffic from the residences and Support-Services buildings at the north end of the campus; and
  - The University Drive and Richmond Street entrance which collects traffic from the east side of the campus.

  Other connections including locations where fence breaks are provided along Western Road, trail access points on the south end of campus from Western Road, or Perth Drive from the London Health Sciences Centre (LHSC) provide secondary pedestrian entrance points to the campus. Pedestrians also walk between the Westminster site and the main campus via the pedestrian footbridge.

- **Bicycling Gateways:** Gateways for cyclists are provided via dedicated bike lanes that extend from Windermere Road at the north end of campus, which continue along Western Road to entrances at Elgin Drive and the Springett Parking Lot, and south along Wellington Drive into the student residence area. On-street bicycle lanes which extend from Richmond Street along University Drive creates a gateway for cyclists on the east side of the campus. The Thames Valley Parkway which connects with University Drive on the east side of the Thames River also creates a gateway onto the campus for cyclists.

- **Vehicular Gateways:** Vehicular connection points are provided at gateway entrances at the intersection of Philip Aziz Avenue and Western Road, Lambton Drive and Western Road, Richmond Street and University Drive at the east side of the campus, and Perth Drive from the north. Accesses to parking areas or student residences off of Western Road and Windermere Road via Wellington Drive provide secondary vehicular access.

The bridge on University Drive was the original gateway to campus from the east and frames the iconic view towards University College. Although the campus has expanded and it is now internalized, it will continue to serve as an important threshold on the campus.

Figure 46. Campus gateways at Lambton Drive at Western Road

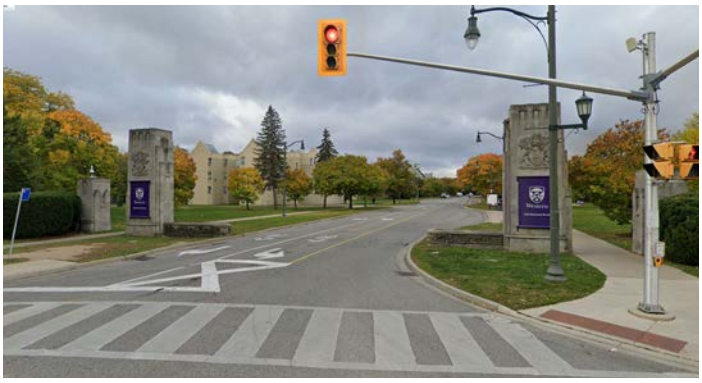


Figure 47. Campus gateways at University Drive at Richmond Street

2.10 Parking

The Parking Services team are an ancillary unit, which means that they are self-funded for investment in services such as License Plate Reader (LPR) equipment, access infrastructure and all maintenance (i.e., asphalt, lighting, potholes etc.). The remaining revenue is provided back to the University general fund which contributes approximately $3.3 million annually. The development of new parking facilities such as surface lots or garages would go through the University Capital Infrastructure Program.

Western has 6,752 parking spaces. Parking at Western University is managed through a permit system including faculty and staff permit lots, student parking, visitor parking, patient lots, university apartment parking as well as HONK Mobile parking spaces and Pay & Display meters. Western University's lots range from very small (less than 10 spaces) to very large. The Springett Staff lot and South Valley lots are the two largest on campus, with 1,110 spaces and 703 spaces respectively.

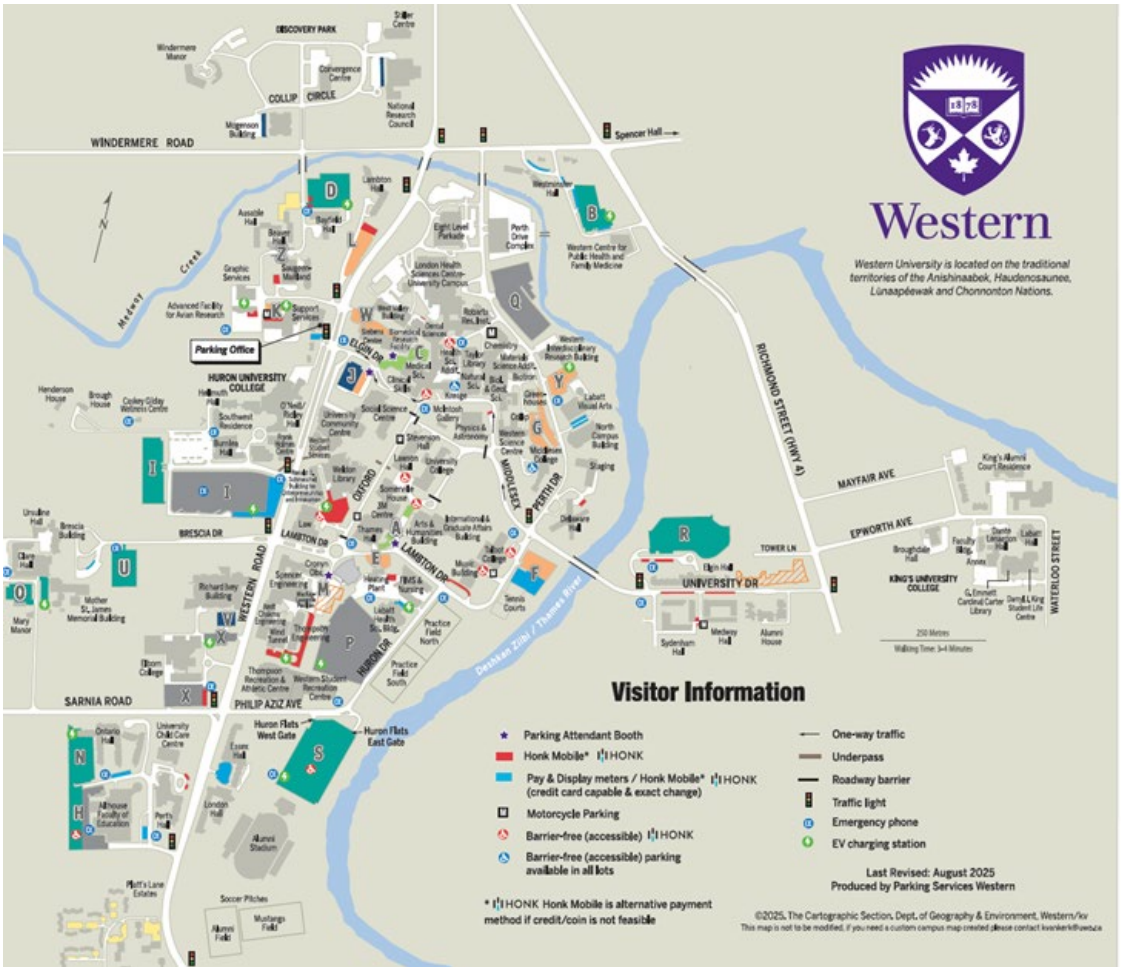


Figure 48. Medical Dental Lot entrance

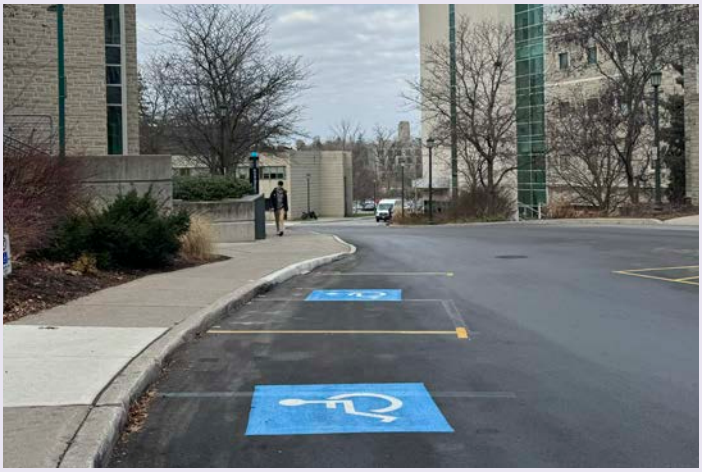


Figure 49. Accessible parking spaces

Figure 50. Springett Parking Lot

Figure 51. Alumni Thompson Parking Lot

2.11 Mobility Issues & Opportunities

Based on the existing conditions, user experiences, and campus priorities, the following issues and opportunities to enhance the mobility network stand out as key directives for the mobility recommendations of this plan: •

Walking

- Western's campus is relatively compact. Most destinations are within a 10- to 15-minute walk of the center of campus.
- Recent upgrades to Kent Walk model a high-quality pedestrian experience that contributes to an iconic campus environment. Oxford Drive presents an opportunity to extend this design through Western's primary north-south route for pedestrians.
- Several locations have been identified as concerns for pedestrian safety due to crossing design, limited sight lines, and other issues, including Alumni Circle and the bend in Lambton Drive.
- Sidewalks are missing in some locations. Design is underway to install portions of missing sidewalks, such as along Philip Aziz Avenue.
- Western's campus is hilly in some areas, which makes it challenging to provide direct, accessible pedestrian routes.
- Western Road creates a significant barrier to walking between Main and West Campus. This street is controlled by the City of London, requiring partnership with the city to improve walking and biking conditions. This is a particular challenge for students living in residence halls west of Western Road.
- The City has interim plans for improvements to pedestrian and cycling infrastructure on Western Road from Platt's Lane to Burnlea Walk that will be realized in 2026. These improvements are interim, pending the outcomes of plans for Bus Rapid Transit.

Biking

- The existing bicycling network is fragmented, and in many cases, cyclists must ride in vehicle lanes. While confident cyclists will bike in these conditions, most people do not feel comfortable biking without dedicated lanes and, preferably, a buffer from vehicles on high-volume, high-speed roads. This partial network will not appeal to many potential cyclists. A connected network of dedicated or off-street bicycle facilities is needed to attract more people to bike.
- Some existing bicycle facilities—such as the cycle track on Oxford Drive—are too narrow and do not meet recommended design standards for safe operations.
- Covered or secure bicycle parking is not available in all areas of campus.
- Biking is more challenging during the winter months, and consistent snow removal is needed to make it feasible in London.
- With the proposed University Drive bridge twinning project, the historic bridge will become pedestrian- and bicycle-only, offering a high-quality active transportation connection to campus across the Thames River.

Transit

- Transit is the primary mode of transportation to campus for many students, faculty, staff, and visitors. Continuing to provide convenient access to buses in the heart of campus is essential.
- Western provides paratransit services and Mustang On-Demand service at night.
- LTC provides general transit services between the campus and the surrounding community.
- LTC also serves approximately 70 paratransit trips to campus each week, in addition to Western's paratransit service.
- LTC and the City of London are planning for future BRT service on Western Road, which would improve convenient transit access to campus. However, implementation is not expected to occur in the near term. To allow for future dedicated bus lanes, right-of-way must be preserved.
- Based on recent discussions, LTC does not expect significant changes to its service to campus over the next five years.
- Bus staging areas near Alumni Circle and the Natural Sciences Centre are active with multiple buses throughout the day. Better organization is needed to improve sight lines and reduce conflict points.

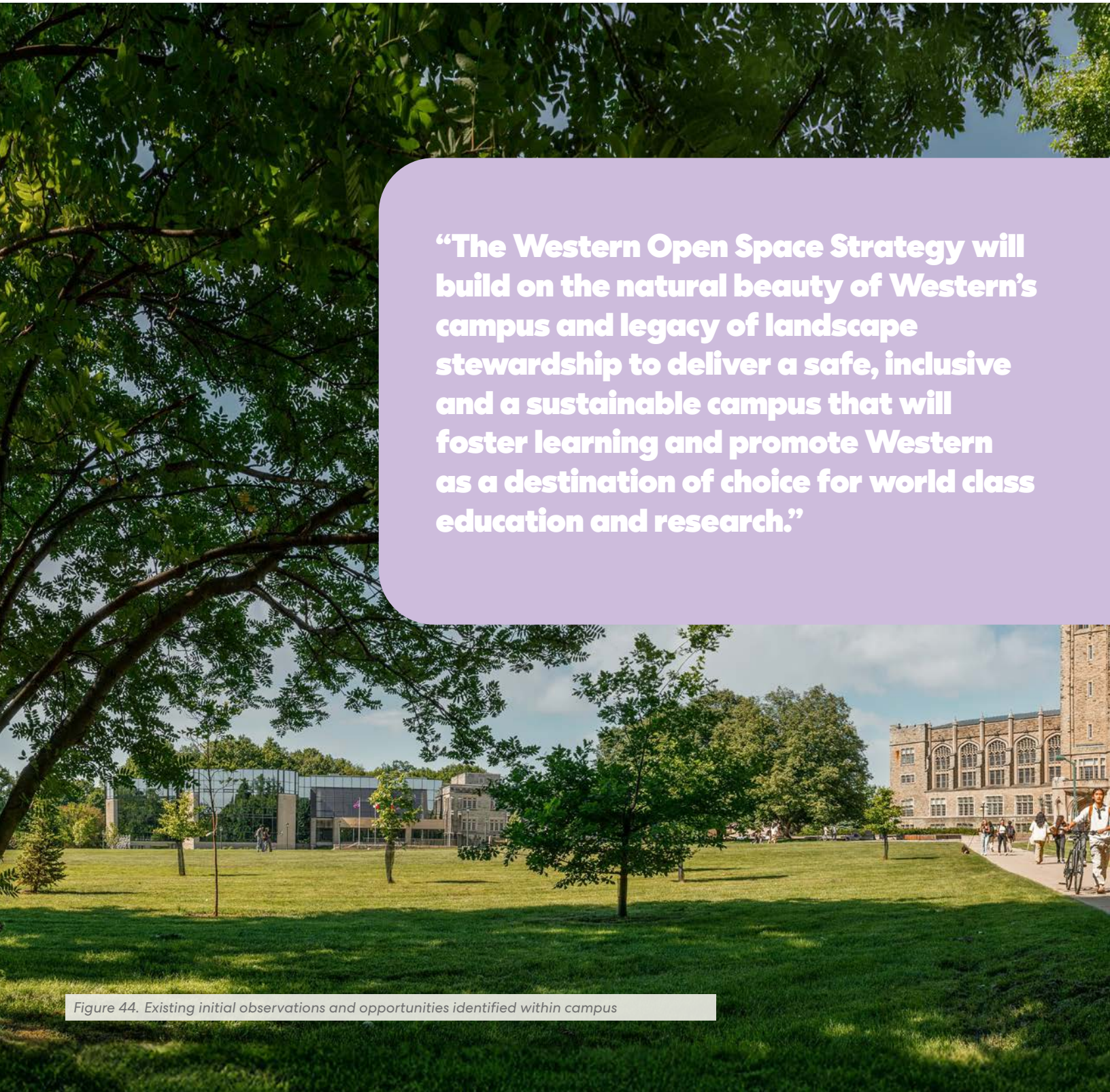
Driving and Parking

- Western does not have enough parking for all students, faculty, staff and visitors to drive to campus, nor does it have the space or funds to construct sufficient parking for everyone. As of 2024, there were enough parking spaces on campus for just 12% of the population to drive on a given day. While driving is one way to get to campus, it cannot be the primary mode for most people.
- The Thames River runs east of the main campus, limiting street connections to the east to University Drive and Windermere Road and placing pressure on these routes.
- As the campus continues to prioritize walking, biking, and transit in the heart of campus and shifts vehicle travel and parking toward the periphery, some central streets may be closed to vehicular through traffic. This will contribute to additional demand for vehicular turnarounds and pick-up and drop-off (PUDO) locations for passengers and deliveries.
- As central lots on campus are developed over time, as outlined in the Campus Development Strategy, replacement parking will need to be considered, particularly for accessible spaces.
- Over the medium to long term, Western is planning new parking garages on the Chemistry Lot and Huron Flats Lot, which will help address replacement parking needs over the long-term. Travel patterns may change as more drivers head toward these garages.

03
Vision & Principles

3.1 Vision

The Western Open Space Strategy is founded on a Vision and a series of Principles developed in consultation with staff, faculty and students. The Vision and Principles serve as a touchstone for detailed decision-making as the Plan works its way through implementation over the coming years. This vision was established as part of the 2018 OSS and has carried forward in this updated plan.



"The Western Open Space Strategy will build on the natural beauty of Western's campus and legacy of landscape stewardship to deliver a safe, inclusive and a sustainable campus that will foster learning and promote Western as a destination of choice for world class education and research."

Figure 44. Existing initial observations and opportunities identified within campus

3.2 Principles

Human Place

+ Prioritize pedestrians and encourages accessibility throughout the campus
+ Encourage safety and comfort through environmental design
+ Create a sense of place and history
+ High quality spaces for a variety of uses and functions

Equity

+ Equal opportunities for the University community to experience the campus regardless of gender, age, background, ability
+ Recognize cultural differences and how they impact transportation and mobility choices.
+ Provide access to the public offerings on campus; democratize access
+ Access for all ages and abilities that reduces transportation burden on the most vulnerable campus community members
+ Prioritize an inclusive campus that values people from all backgrounds

Sustainability and Resilience

+ Support Health and Wellness of the university community
+ Provide efficient and cost effective Operations and Maintenance of the open space system
+ Create a sustainable environment (economically, socially, physically)
+ Ability to recover as a campus from weather events related to climate change

Mobility

+ Maximize connectivity and accessibility by providing clear and efficient routes for all travel
+ Minimize unnecessary vehicle trips, reduce traffic cutting through the campus, and enhance public safety
+ Create a safe pedestrian environment across campus
+ Improve multi-modal connections and expanded choices

Access to University

+ Provide strong bus connectivity to the campus
+ Integrate the campus with its surrounding context
+ Connect he City and the community
+ Create porosity in the University borders and encouraging access and collaboration with industry partners

Supporting Pedagogy and Research

+ Create campus spaces that support its academic mission
+ Educate students through environmental design
+ Provide positive environments and open spaces that foster creativity and organic learning spaces
+ Investigate ways in which indoor and outdoor spaces can enhance the learning environment on campus, including Campus as a Living Lab
+ Investigate the impact of outdoor and public spaces and the role it plays in student experiences and mental health

3.3 Big Moves

The Western Open Space Strategy is comprised of these respective "Big Moves" that serve to turn the Vision and Principles into physical reality on campus. The Big Moves together, form the structure of the transformation that the campus will experience over the coming years.

Most of these Big Moves have been retained from the 2018 OSS. This plan outlines the next set of projects and policies Western will use to continue advancing these goals over the next 10 years, considering what has been accomplished since the last plan, integration of the former Brescia lands on West Campus, and alignment with ongoing initiatives by the city and other partners.

A notable change is the shift from a focus on Bus Rapid Transit through campus toward a focus on convenient access to local bus service during this planning period, reflecting the anticipated timeline for BRT in this area.

Prioritize Pedestrians

Establish a core precinct on campus, where priority in design, function and use will be given to pedestrians.

Emphasize Landscape & Connect to the River

Focus on the spaces between buildings and how they contribute to learning, mental health and well-being and campus identity. Connect the campus to nature, including the Thames River and Medway Creek.

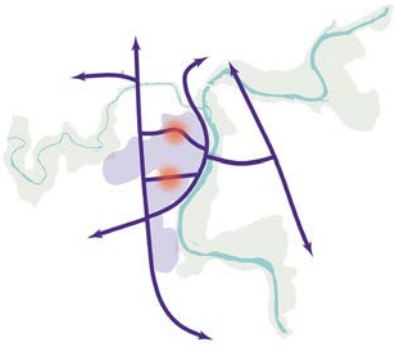
Reduce Cut-through Traffic

Restrict non-university private vehicle traffic on campus by limiting access on key routes.

Integrate West Campus

Seamlessly integrate West Campus with the rest of the campus by extending key landscape and mobility strategies to support a more unified campus experience.

Maintain Convenient Access to Transit



Continue to partner with the London Transit Commission to ensure transit is a sustainable and easy way to travel to campus, with high-quality stops near primary destinations.

Improve Accessibility

Provide a high level of access to members of the Western campus community with disabilities. Preserve accessible parking in the core.

Complete the Bicycle Network

Establish a comprehensive network of safe bike routes. Support this initiative with a comprehensive bicycle program.

Maintain Vehicle Access

Implement multiple drop-off facilities to reduce both core campus traffic and overall campus parking demand, while maintaining access.

Allow for Service Access

Use a permitting strategy that considers vehicle types, campus locations, and the time of day to facilitate service and emergency functions.

Position Parking on the Perimeter

Consolidate surface parking outside the core and construct parking structures on existing perimeter lots including the Chemistry, Huron Flats and Springett lots.

04 Campus Circulation & Landscape and Open Space Plan

Western University's evolving campus framework envisions a more connected, accessible, and sustainable environment through coordinated mobility and open space strategies. The Mobility Plan refines campus circulation to enhance safety, encourage active transportation, and reduce through-traffic, while the Landscape and Open Space Plan outline a layered system of natural and built spaces that shape the campus experience. Together, these components establish the foundation for a cohesive, resilient, and people-focused campus.

4.1 Landscape and Open Space Network

The open space network at Western University is a layered system of natural and built landscapes that together support a vibrant, inclusive, and sustainable campus environment. The objective of the open space strategy is to strengthen ecological corridors, improve walkability and active transportation routes, enhance access to natural features such as the Thames River, and provide high-quality outdoor spaces for teaching, wellness, recreation, and social life. It also aims to unify different parts of the campus through a coherent landscape structure, support climate resilience through green infrastructure, and create a welcoming public realm that reflects Western's identity and long-term vision.

The goal of the Landscape and Open Space network is to

Strengthen placekeeping by celebrating Western's natural and cultural identity

Improve accessibility and promote inclusive access for all users

Enhance thermal comfort at the street level through high-quality, climate-resilient design

Promote safety across all outdoor environments

Support education and research by further integrating learning opportunities into the landscape

The Landscape and Open Space network can be broken down into the following elements, each serving a key role in contributing to a well-connected open space system across the campus.

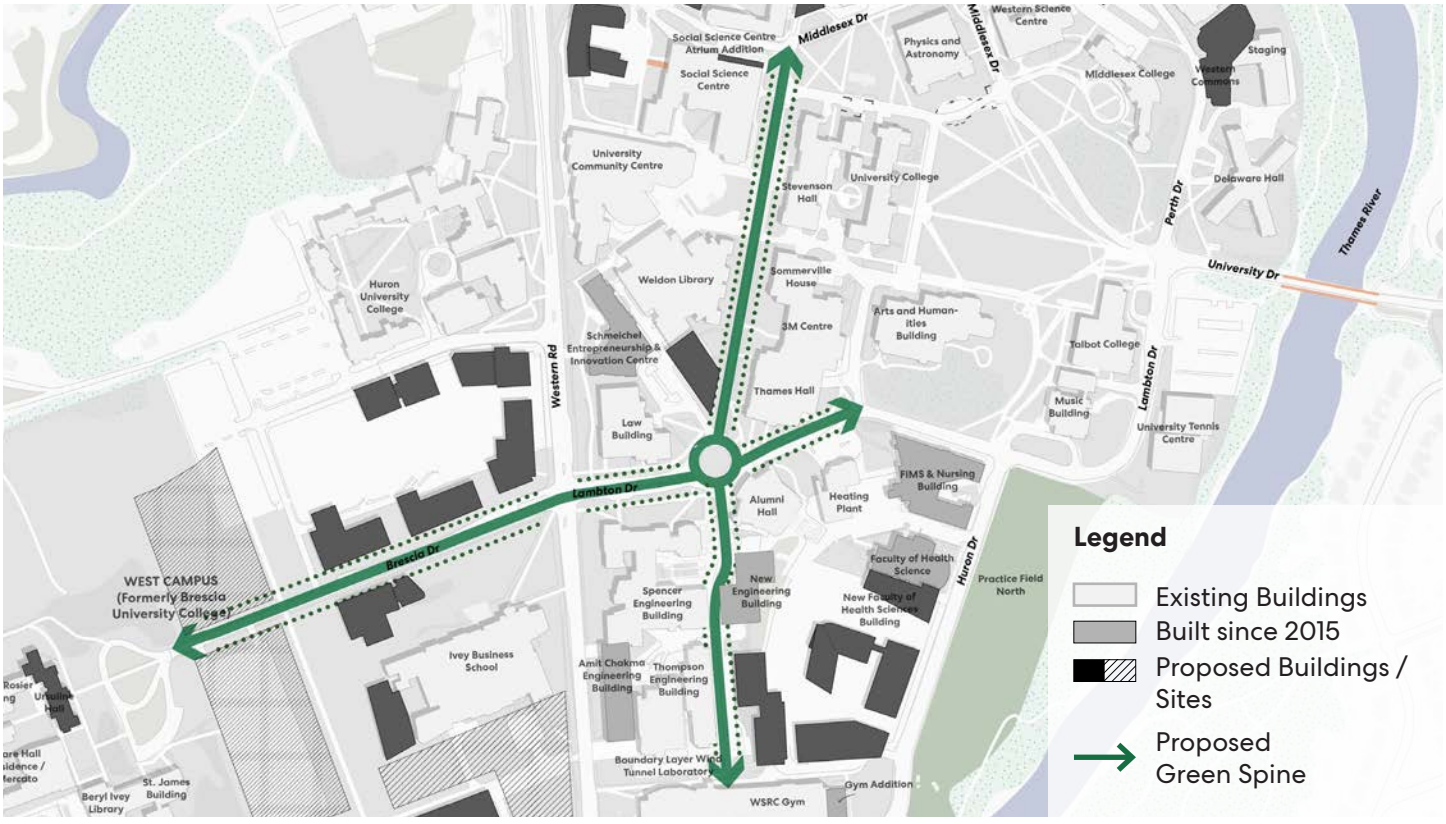
Green Spine

At the core of the landscape framework are two proposed Green Spines, which function as major ecological and social connectors, establishing a sense of continuity and openness throughout the campus. The first Green Spine runs along Oxford Drive, extending from Middlesex Drive to the Western Student Recreation Centre and Thompson Arena via Alumni Circle. The second follows Brescia Drive and Lambton Drive, also passing through Alumni Circle. Together, these corridors strengthen north–south pedestrian and cycling movement and link the Main Campus with the West Campus through the "Hill to Hill" connection identified in the 2026 Campus Development Strategy.

General Recommendations for the enhancement of the Green Spine are as follows:

- Develop a consistent design language across the Green Spines using coordinated streetscape design while allowing each spine to maintain its own unique character. This cohesive approach will support intuitive wayfinding and encourage movement throughout the campus
- Consolidate separate walkways and hard surface areas into one single pedestrian promenade and maintain a flush condition to reinforce shared pedestrian and cycling movement in a north-south corridor through the campus
- Introduce a continuous planted understory with native or climate-resilient species to reinforce ecological connections and enhance seasonal interest

Figure 45. Map showing proposed Green Spines



- Integrate stormwater features such as bioswales or rain gardens as part of the street planting along the corridor to manage runoff and support biodiversity
- Add comfortable, well-distributed seating areas with shade, integrating them into planted zones to create moments of rest, gathering, and informal study along the Green Spine
- Enhance year-round usability with improved lighting, wayfinding, and winter-friendly design strategies, ensuring the spine remains safe and inviting in all seasons
- Provide pedestrian amenities including benches, waste receptacles and bike racks provided at regular intervals along Oxford Drive including all building entrance connections
- Incorporate public art, interpretive elements, and storytelling opportunities particularly those reflecting Indigenous place keeping and campus heritage to strengthen cultural identity. These public art elements could also incorporate commemorative features
- Create designated micro-mobility zones for bikes and e-scooters, balancing circulation needs while keeping the promenade pedestrian-priority

Oxford Drive

- The design of Oxford Drive should build on the recent improvements to Kent Walk and Unversity College Hill that include stone pavers, pedestrian-scale lighting and seating areas
- Prioritize the preservation of existing healthy trees and expand tree planting south toward Lambton Drive, ensuring adequate soil volumes and conditions to support long-term tree health
- All trees should be planted in areas with adequate soil volumes. Where root zone areas may be constrained due to paving treatments, root growth conduits or soil cells to increase soil provisions should be provided
- Integrate stormwater management features into the Oxford Drive streetscape, taking advantage of its north-to-south slope toward the South Valley to provide additional filtration and improved runoff management during storm events

Brescia Drive

- The streetscape design along Brescia Drive will establish a unique streetscape character
- New continuous canopy of trees to be added along Brescia Drive and Lambton Drive
- Bioswale and raingardens to be incorporated within the landscape as the Spine drains into Thames River
- The crossing of Brescia Drive with Western Road to be coordinated with the designs developed by City of London for Western Road.

Alumni Circle:

- Reconfigure Alumni Circle by removing the roundabout to prioritize pedestrian and cyclist movement, shorten crossing distances, and address sightline challenges created by buses near crosswalks
- Align the redesign of Alumni Circle with the streetscape character and design language established for the two Green Spines
- Extend the landscaped median east toward Thames Hall to strengthen the corridor's identity and improve safety
- *Refer to Section 4.2 for further mobility recommendations on Alumni Circle*

Figure 46. Image of a Green Spine at University of Birmingham (Source: University of Birmingham)

Pedestrian Paths

The Open Space Strategy prioritizes pedestrian and cyclist access by establishing a network of wide sidewalks and bicycle paths throughout the campus including pedestrian-only zones outlined in Section 2.9. There are additional paths that include a range of streets and mid-block connections that further support and improve pedestrian movement across campus. These paths connect key academic, residential, and recreational landmarks, weaving through open spaces to foster a walkable and bike-friendly campus. Emphasis is placed on safety, accessibility, and seamless movement for all users. Figure 48 shows all the pedestrian paths within the campus.

General recommendations to enhance these paths:

- Recognize that while pedestrians, cyclists, transit, and service vehicles may share certain corridors, pedestrians should have separate, wide sidewalks or dedicated paths to ensure safety and comfort
- Remove curbs on streets such as Oxford Drive to create a flush, shared-street environment that prioritizes non-motorized users
- Use distinctive paint patterns or textured paving to create a visually engaging environment that can serve as a signature public space
- Widen pathways in areas where pedestrian circulation is constrained to improve walking comfort and reduce conflicts between different modes of shared pathways
- Enhance shared corridors with street furniture such as benches and bollards to clearly define pedestrian-priority areas
- Introduce continuous tree plantings along routes to provide shade, comfort, and a cohesive streetscape.
- Incorporate pedestrian-scale lighting to improve safety and visibility along pathways
- Provide seating at key intersections of pedestrian paths with courtyards and plazas to encourage rest, gathering, and social interaction

Huron University College Entry Corridor

- Enhance the pedestrian connection between West Campus and University College Hill with a coordinated, high-quality streetscape
- In collaboration with Huron University College, upgrade the tunnel beneath Western Road by improving lighting, incorporating public art, and enhancing visibility to ensure safety and comfort
- Introduce gateway signage and a cohesive material palette within the tunnel to create a sense of familiarity and further reinforce safety
- Implement a continuous tree canopy and consistent landscape design along the route to strengthen character and provide a comfortable, shaded experience for pedestrians

Figure 47. Image of a pedestrian path in Buffalo Niagara Medical Campus, Buffalo, NY (Source: SCAPE)

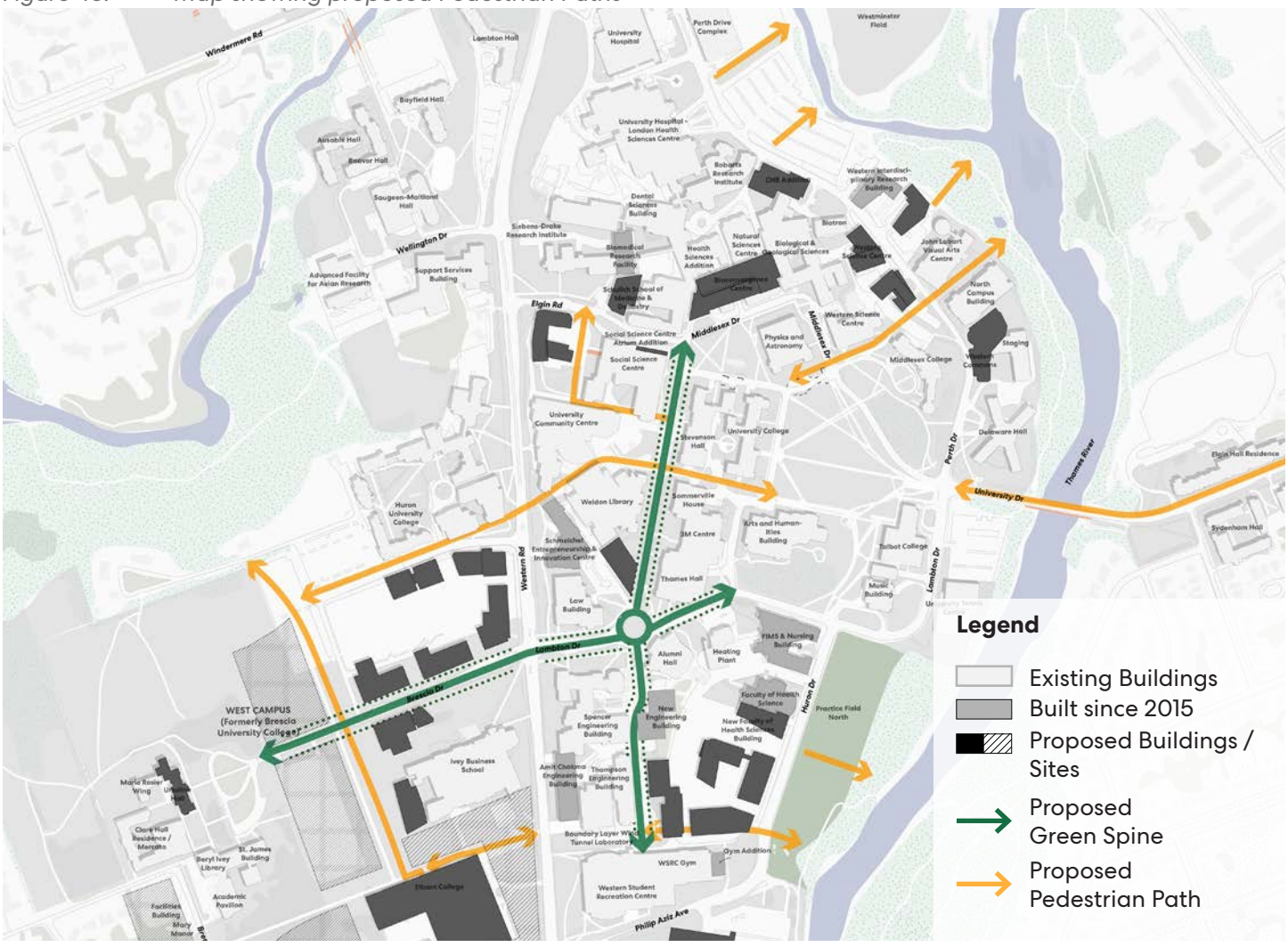
Sarnia Road to Medway Creek

- Establish a strong pedestrian spine along the West Campus edge to connect existing buildings with future West Campus development, while respecting stormwater drainage functions and enhancing ecological value
- Preserve clear sightlines along the corridor to maintain visibility and safety for all users
- Ensure vehicular and service access is maintained, while prioritizing pedestrian movement
- Design the corridor to accommodate stormwater drainage, considering its slope north toward Medway Creek and south toward Sarnia Road

University Drive

- Strengthen University Drive's role as a primary campus gateway through enhanced landscaping, lighting, and signage
- Incorporate a flush condition with dedicated paths for pedestrian and bicycle movement into the redesign of the existing heritage bridge structure
- Align the design with the Welcome Plaza at Lambton Drive/Perth Drive and University Drive by coordinating material selection and spatial layout
- Preserve and enhance sightlines to key campus landmarks and the river valley

Figure 48. Map showing proposed Pedestrian Paths



Primary Green Spaces

Primary Green Spaces are large, high-value open areas that serve as key destinations within the campus landscape. They are designed to support a range of activities, including recreation, social gatherings, outdoor learning, and campus events, while also enhancing ecological health and biodiversity. These spaces act as focal points within the campus, providing visual and physical connections between buildings, circulation routes, and natural features.

To complement the existing "Green Heart" at the University College Hill, a new Primary Green Space is proposed within the West Campus lands. This large open area will serve as a major outdoor destination for students, staff, and visitors, supporting recreation, relaxation, and large campus events while enhancing biodiversity. These two Primary Green Spaces along with the Green Spine along Brescia Drive will further strengthen the "Hill to Hill" connection identified in the Campus Development Strategy.

The following are the general recommendations to enhance the Primary Green Spaces:

- Provide direct pedestrian connectivity to the Primary Green Spaces through the Green Spine to strengthen the open space network within the campus
- Design lawns to support recreation, passive gathering, outdoor study, and campus events.
- Integrate flexible-use areas that can accommodate both informal activities and programmed events
- Define lawn edges with low planting, permeable pathways, or seating walls to create a sense of place while maintaining openness
- Use tree alignments or shrub groupings to frame views and form outdoor "rooms" without limiting flexibility
- Provide infrastructure for outdoor teaching, performances, or seasonal events, including power access and integrated lighting
- Support temporary programming, such as art installations, pop-up seating, or wellness activities, to keep spaces dynamic
- Provide accessible pathways that follow natural desire lines while protecting lawn areas from excessive wear
- Employ permeable paving or reinforced turf at high-traffic nodes to enhance durability and manage stormwater
- Add pedestrian-scale lighting to enhance safety and comfort while preserving nighttime views and ecological sensitivity
- Incorporate smart lighting that adjusts based on activity patterns and seasonal changes.
- Integrate campus-specific storytelling, Indigenous placekeeping elements, interpretive signage, and site-specific art
- Use materials, patterns, and landscape features that reflect Western University's character, history, and sense of place

Figure 49. Existing "Green Heart" at UC Hill (Source: Western University)

Figure 50. Naturalized edge surrounding the main lawn with a network of small gardens, footpaths, and seating areas at University of Toronto (Photo Credit: Tom Ridout)

University College Hill

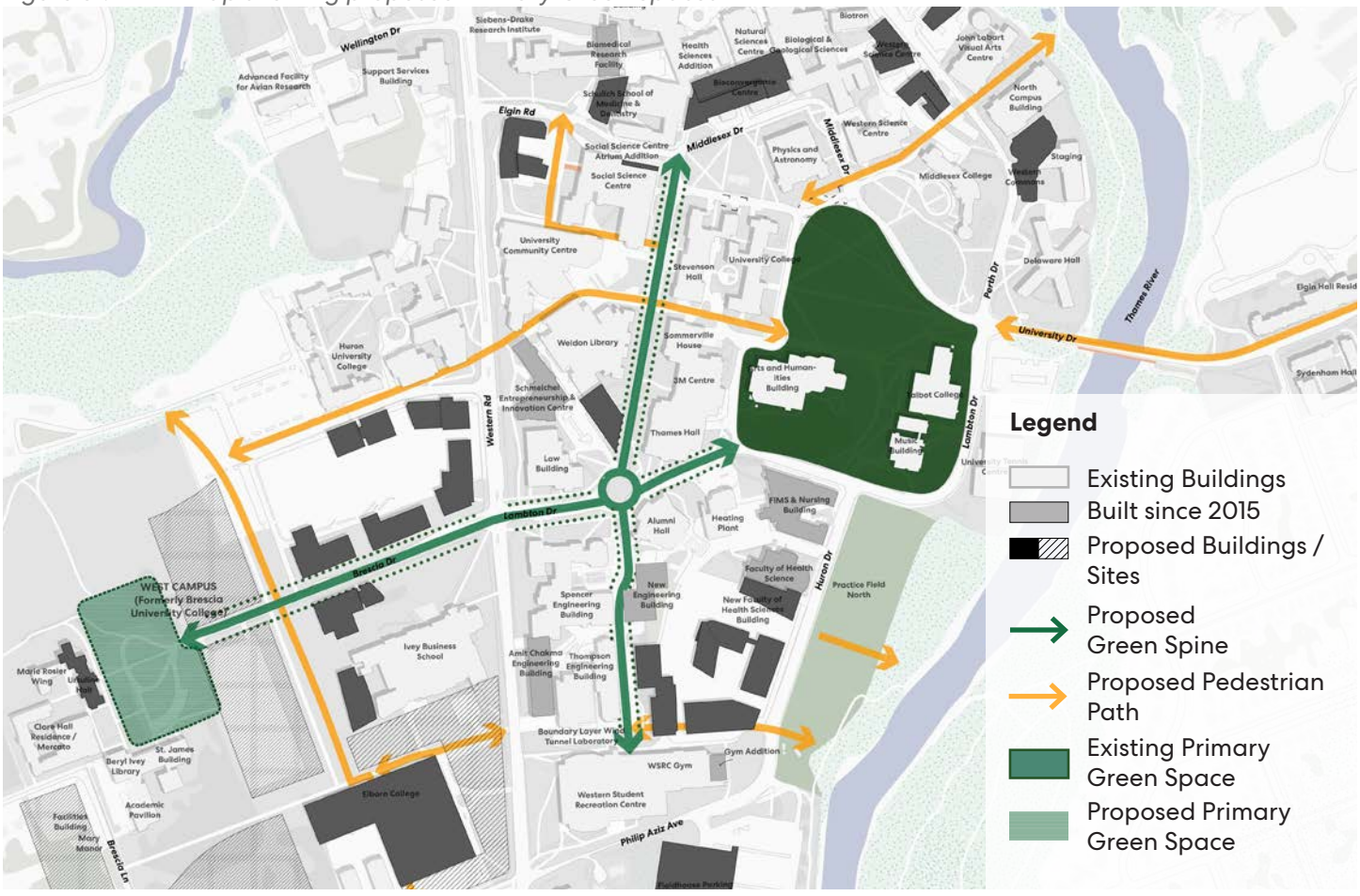
The walkways around UC Hill recently went through upgrades based on the recommendations in the 2018 Open Space Strategy. The following are additional recommendations for improvement

- Preservation of the central lawn space, heritage trees and commemorative walk up to University College, and the linear connection to Middlesex College
- Provide continuous and consistent pedestrian lighting to frame major walkways around the space, while not detracting from the sight line up to University College
- Reconfiguration of the existing walkways connecting University Drive, Middlesex College and Delaware Hall to remove redundant connections and direct pedestrian travel to dedicated crosswalks in order to cross the roadway
- Monitor and repair of existing stairways in highly sloped areas which connect Middlesex College to Middlesex Drive and University Hill to ensure their safe use by pedestrians

Proposed Primary Green Space (West Campus)

- Provide green character due to its proximity to Medway Creek, blend within the naturalized context and further strengthen it since the area is just developing
- Create edge conditions along future development sites mapped out in the Campus Development Strategy
- Enhance the view, direct line of sight from Western Road, establish symmetry to the naturalized landscape, and provide a large gathering space

Figure 51. Map showing proposed Primary Green Spaces



Secondary Green Spaces

A network of smaller green areas will be developed or revitalized throughout the campus. These Secondary Green Spaces including lawns, gardens, and shaded pockets will provide informal areas for study, rest, and social interaction, enriching the everyday campus experience. General recommendations include:

- Use consistent landscape materials, lighting, furniture, and planting palettes to unify open spaces across campus
- Prioritize universal accessibility to the greatest extent possible, ensuring paths are barrier-free with appropriate grades, surfacing, and seating intervals
- Integrate sustainable design strategies, including native planting, rain gardens, and permeable surfacing to enhance stormwater performance and biodiversity
- Improve safety and comfort through enhanced visibility, layered lighting, and active edges near buildings
- Design flexible spaces that can adapt to informal student use, programmed events, and future campus growth
- Strengthen tree canopy coverage to provide shade, support climate resilience, and create comfortable microclimates

Alumni Circle

The area in front of Alumni Circle where the two Green Spines intersect serves as a key campus gateway and organizing node.

- Refer to Section 4.4 for recommendations regarding the reconfiguration of the Alumni Circle intersection
- Enhance the surrounding open spaces to better interface with adjacent buildings, including Thames Hall, the Ronald D. Scheimichel Entrepreneurship & Innovation Building, the Law Building, Alumni Hall, and the south side of Lambton Drive
- Redesign landscaping to align with the future intersection configuration and support smoother transitions between building entrances and the public realm
- Provide direct, accessible paths of travel to all building entrances
- Establish clear, coordinated wayfinding to reinforce navigation at this major campus crossroads
- Integrate planting, seating, and lighting to create a cohesive and welcoming gathering environment.

South Valley Parking Lot

Future development area for the campus with manu primary development sites as shown in the Campus Development Plan.

- Establish a direct open space connection from Oxford Drive to the river's edge, improving ecological and recreational access
- Incorporate the future indoor pedestrian connection through the proposed New Engineering Building into broader circulation planning
- Create a direct path of travel from Huron Drive, supported by future buildings that front onto the proposed open space to create an active, pedestrian-oriented edge
- Clearly define building entrances and strengthen sightlines to improve legibility and safety
- Introduce naturalized planting, stormwater features, and shaded social areas to transform the former parking zone into a functional landscape corridor

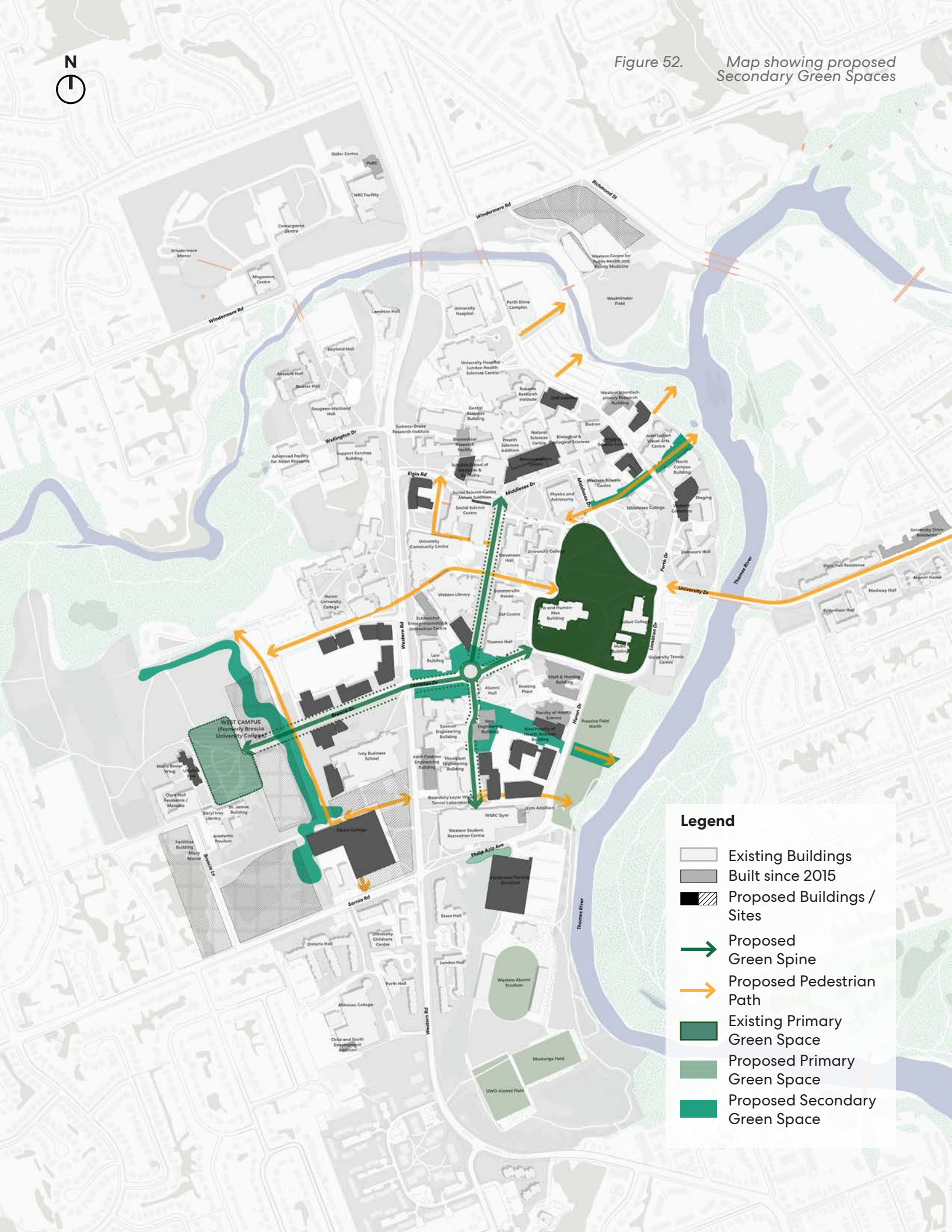
Social Science Centre Building

- Provide a continuous, direct pedestrian route connecting the river's edge to UC Hill
- Enhance landscape character and planting structure to create a cohesive experience along this east-west connection
- Integrate rest areas, seating, and wayfinding to support daily movement and informal gathering

Elborn College to Medway Creek

- Strengthen the connection between Elborn College and Medway Creek by tying into the primary Green Spine in such a way that also supports future development
- Create a naturalized open-space corridor that reinforces ecological systems and serves as a gateway between the West Campus and the creek environment
- Incorporate overlooks, pathways, and habitat-supportive landscapes to promote both recreational and ecological value

Figure 52. Map showing proposed Secondary Green Spaces



Courtyards & Plazas

To enhance social engagement and architectural cohesion, new plazas and courtyards are envisioned. These spaces will be designed to complement existing plazas, providing a variety of settings for community events, casual meetings, and outdoor learning, including Campus as a Living Lab. Recommendations for courtyards and plazas include:

- Courtyards should provide pedestrians with a variety of seating options which cater to varying levels of use. A mix of benches, chairs, or cluster table seating should be provided to offer pedestrians options for use
- A standard provision of 25% of all seating within courtyard areas provided should be barrier-free, and where fixed seating is provided, should be spaced far enough apart to provide adequate space for maneuvering assistance devices
- Moveable furnishings such as free-standing chairs or tables should be encouraged to allow users the ability to manipulate these spaces to meet their needs
- Seating areas should also provide plug-in opportunities for charging devices. These should be located in a highly visible location, and should take advantage of sunny areas for the potential of solar powered units which do not rely on hard line connections to power sources
- Waste receptacles should be located away from proposed seating areas and ensure that they have a minimum 30 gallon capacity where deep well units cannot be accommodated
- Where maintenance access is limited, concrete paving materials are recommended for surface treatments due to durability and longevity. Textured surface treatments, which provide tonal contrast should be provided at the entrance to all ramps, or where surface paving is adjacent planting beds to assist with wayfinding and visibility
- Bike storage in courtyard areas is encouraged only where cyclists can enter the courtyard directly without entry to the building;. Storage locations should take advantage of building overhangs, or be placed beneath canopy structures for protection from the elements
- Plant materials proposed for use in courtyards should be appropriate for their conditions, and provided interest through the year
- Preference for plant species that can survive without irrigation and periodic maintenance should be considered for use. Where possible, impervious surfacing should be removed or replaced to reduce the scale of the space and increase permeability
- Lighting within the spaces should be provided which highlights entrance points and specific points of interest, such as memorial elements, signage, or specimen tree plantings to create interest in the spaces during both daytime and evening hours
- On-going maintenance and plant monitoring to ensure garden does not become overgrown
- Implement group-seating opportunities to encourage outdoor learning/teaching opportunities.

Welcome Plaza (Middlesex Drive and Perth Drive)

- Establish a clear, unobstructed sightline toward UC Hill to reinforce a strong visual connection and sense of arrival
- Provide comfortable waiting and gathering areas equipped with seating, shade, and weather protection where feasible
- Coordinate planting, paving, and overall landscape character with UC Hill to create a unified campus gateway experience
- Design the plaza to seamlessly support pedestrian, cyclist, and vehicular movement, ensuring safe crossings and intuitive circulation
- Incorporate signature lighting elements that highlight key architectural and landscape features while improving safety at night
- Install distinctive wayfinding signage to orient visitors and emphasize the plaza as a primary entry point
- Introduce high-quality paving and landscape materials that reflect the campus identity and distinguish the plaza as a special space
- Integrate opportunities for public art or sculptural elements to reinforce campus identity and create a memorable landmark

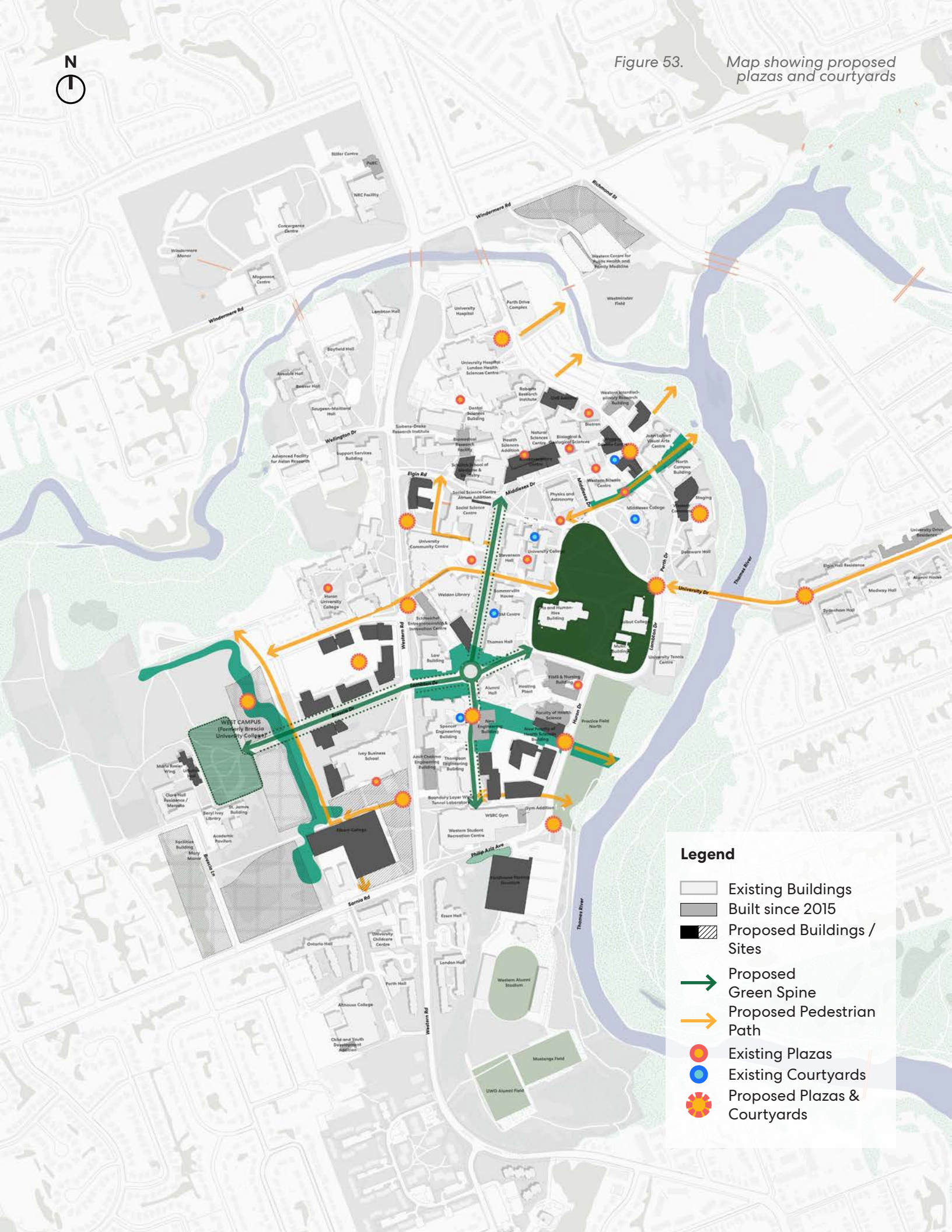


Figure 53. Map showing proposed plazas and courtyards

- Add seasonal planting and canopy trees to enhance microclimate, provide shade, and improve the overall aesthetic year-round
- Promote universal accessibility through barrier-free routes, clear sightlines, and adequate maneuvering space
- Consider space for short-term drop-offs, micro-mobility parking, or transit stops to support multimodal access
- Provide lighting and design cues that improve visibility and safety at dusk and nighttime, especially near busy intersections

Engineering Building Courtyard

- Animate the edge of the space along Engineering Drive
- Implement a group seating element such as a seatwall or podium along the front of the garden to create a formal edge and frame the space from Engineering Drive

Thames Hall /3M Courtyard

- Reconfigure pedestrian access off of Oxford Drive to provide barrier free access to the courtyard
- Provide bicycle storage within the at-grade level of the courtyard

Jancey Garden

- Identify opportunities for commemorative or memorial installations which are integrated into the Jancey Garden landscape

Collip Courtyard

- Remove stairway leading into the courtyard from Middlesex Drive
- Remove and reconfigure, and widen the existing walkway running from the Collip Courtyard to the B&G Greenhouses to reduce the existing slope and make it easier to access for pedestrians and maintenance vehicles

Beryl Ivey Garden

- Opportunities to extend the courtyard walkways directly to the East/West walk on Kent Drive

University College Courtyard

- The courtyard should be appealing with treatments extending to Kent Drive and the Beryl Ivey Garden for visual connectivity

Western Commons Plaza

- The plaza should provide a visual connection to the Thames River
- Opportunities to explore high-quality landscaping which responds to the adjacent natural environment

Figure 54. Central Courtyard at Macquarie University Australia (Source: World Landscape Architect)

Figure 55. Hayden Library Courtyard at MIT, Boston (Source: MIT)

Sportsfields

Sports fields are essential elements of a university campus, offering spaces for physical activity, social interaction, and community building. Currently, the campus includes several sports fields located in its southern area, such as Alumni Stadium, Mustangs Field, and Alumni Field. Additionally, the open space east of Huron Drive, situated between Huron Drive and the Thames River, is also utilized as sports fields. These fields are interconnected by a network of trails that link them to the broader campus and the surrounding street network. General requirements for improvement include

- Provide clear, accessible pedestrian and cycling routes linking the sports fields to nearby academic buildings, residences, parking areas, and transit stops. Ensure barrier-free access to spectator areas and field entrances
- Establish well-designed perimeter treatments such as low planting, pathways, lighting, and seating to frame the sports fields while maintaining open views. Create identifiable entry points with signage and wayfinding
- Incorporate shaded seating areas, rest zones, and viewing platforms. Provide amenities such as water stations, bike racks, and accessible seating
- Given the existing sportsfields' proximity to the river's edge, install efficient, glare-controlled sports lighting to support evening use while minimizing light spill into adjacent natural areas or residences. Provide pathway lighting to improve safety and visibility around the fields
- Integrate proper drainage, soil engineering, and irrigation to support year-round playability.
- Use native and drought-tolerant planting around the fields to reduce maintenance and create visual buffers. Reinforce connections to nearby ecological features, such as creeks or woodlots
- Integrate bioswales, permeable surfaces, and low-impact drainage strategies in adjacent open spaces. Consider capturing and reusing stormwater for irrigation
- Install coordinated signage that clearly identifies field names, building connections, circulation routes, and accessible entries. Use consistent campus branding elements
- Maintain open sightlines, avoid hidden corners, and ensure 24-hour visibility through lighting, planting strategies, and passive surveillance from adjacent buildings

Figure 56. Shaded areas with stormwater management features at Bentinckspark, The Netherlands (Source: Landezine)

Figure 57. Open sight lines and ample lighting at Bentinckspark, The Netherlands (Source: Landezine)

Low Impact Development Infrastructure

Low Impact Development (LID) infrastructure are landscape features that play an essential role in collecting and infiltrating stormwater into the ground. Coming out of the Open Space Strategy (2018) rain gardens with several native species were installed as part of the recently completed open space improvements within campus such as Kent Walk North and Music Walk. Further potential locations for future LID infrastructure have been identified in Figure 60.

- Treat LID systems such as bioswales, rain gardens, permeable pavements, and green roofs as standard elements of all new development, retrofits, and open-space upgrades
- Use above-ground, landscape-based LID features where possible to make stormwater management visible, educational, and ecologically beneficial. Highlight naturalized planting, infiltration zones, and water-movement patterns
- Link LID features to form a campus-wide green stormwater network that slows, filters, and infiltrates runoff before it reaches creeks and drainage channels. Coordinate with major corridors such as Green Spines, quads, and pedestrian routes.
- Use native, drought-tolerant, and pollinator-supportive plant species in all LID installations. Encourage habitat creation through varied planting layers, micro-topography, and seasonal water-holding zones
- Establish clear maintenance plans, including seasonal cleaning, vegetation management, and sediment removal. Design systems to be easily accessible for upkeep and resilient to winter conditions
- Incorporate LID at the building scale through green roofs, rainwater harvesting systems, downspout disconnections, and integrated planting beds that manage runoff at the source
- Design LID features with clear edges and appropriate slopes, avoiding hidden water pockets or overly dense vegetation near high-traffic areas. Ensure good visibility for all users

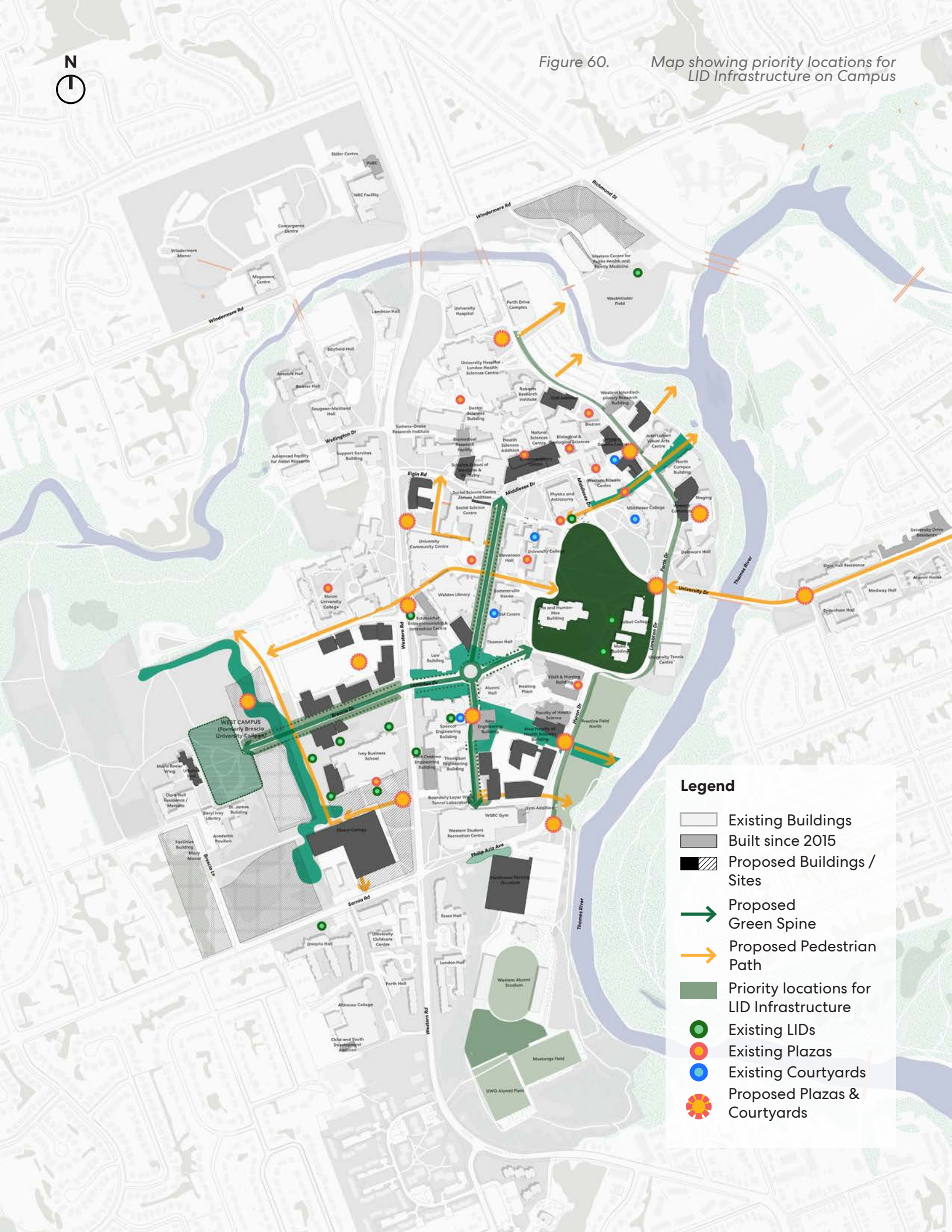
Priority locations for LID infrastructure on campus include several low-lying areas where enhanced stormwater management is essential:

- Along both Green Spines, with continuous LID features on Oxford Drive and a larger facility positioned at the southern end
- Within the South Valley parking lot, where significant elevation changes create opportunities for capture, filtration, and retention
- Along Huron Drive, Lambton Drive, and Perth Drive to provide additional filtration as stormwater flows toward the river
- In proximity to the sports fields south of Philip Aziz Avenue, where high-use open spaces can integrate LID systems to manage runoff and improve drainage.
- Along the West Campus to support infiltration and reduce runoff toward adjacent low points and natural systems

Figure 58. Rainwater management feature at University of British Columbia (Source: UBC)

Figure 59. Rain garden at Cornell University (Source: Cornell.edu)

Figure 60. *Map showing priority locations for LID Infrastructure on Campus*



Natural Green Spaces

Natural Green Spaces are the primary areas of ecological importance on campus and these are landscapes that are intentionally protected from development pressures to allow natural systems to flourish. These spaces support biodiversity, enhance habitat connectivity, and contribute to the campus's overall environmental resilience. Within the campus, Natural Green Spaces include a range of landscape types, such as the following:

River's edge:

Improved pedestrian and recreational access to the campus's natural features will be achieved through multi-use trails along the River and Creek. These trails will integrate with the broader green network, offering scenic routes for walking, cycling, and ecological appreciation, while enhancing the connection between urban life and natural landscapes.

Thames River

- Partner with the City of London and Upper Thames River Conservation Authority (UTRCA), emphasize connectivity with the river to increase interaction with pedestrians and enhance the community's connection to the natural environment and support its ecological, cultural, and wellness benefits
- Create a connected network of pedestrian trails and outlook areas along the river corridor that spans the periphery of the campus
- Improve visual connectivity with the river through removal of invasive species to open sightlines to the river, and provide seating opportunities at key areas to promote health and wellness within a natural setting
- Trail layout and surfacing strategy including:
- Enhance existing trails through resurfacing;
- Define routing along the west side of the Thames to reduce shoreline and slope disturbance, providing a direct connection from Western Road to the Western Interdisciplinary Research Building (WIRB) and connection to the Medway Creek trail
- Demarcation and enhancement of trail entry points, including proposed seating opportunities along trail routings
- Resurfacing of the trail for consistency along its length in compliance with trail best practices and standards of the Environmentally Sensitive Area (ESA)
- Lighting provision at key nodes or maintained sections of the trail, emphasis of where trails are to be used during evening hours
- Signage: Lighting provision at key nodes or maintained sections of the trail, emphasis of where trails are to be used during evening hours
- Wayfinding at campus entrance points at Western Road and University Drive; and Trail signage markers denote areas of steep grade, surfacing changes, etc.
- Future consideration of a pedestrian bridge extending from the Baldwin Flats to Alumni Stadium to add a second pedestrian connection point from the surrounding community on the east side of campus

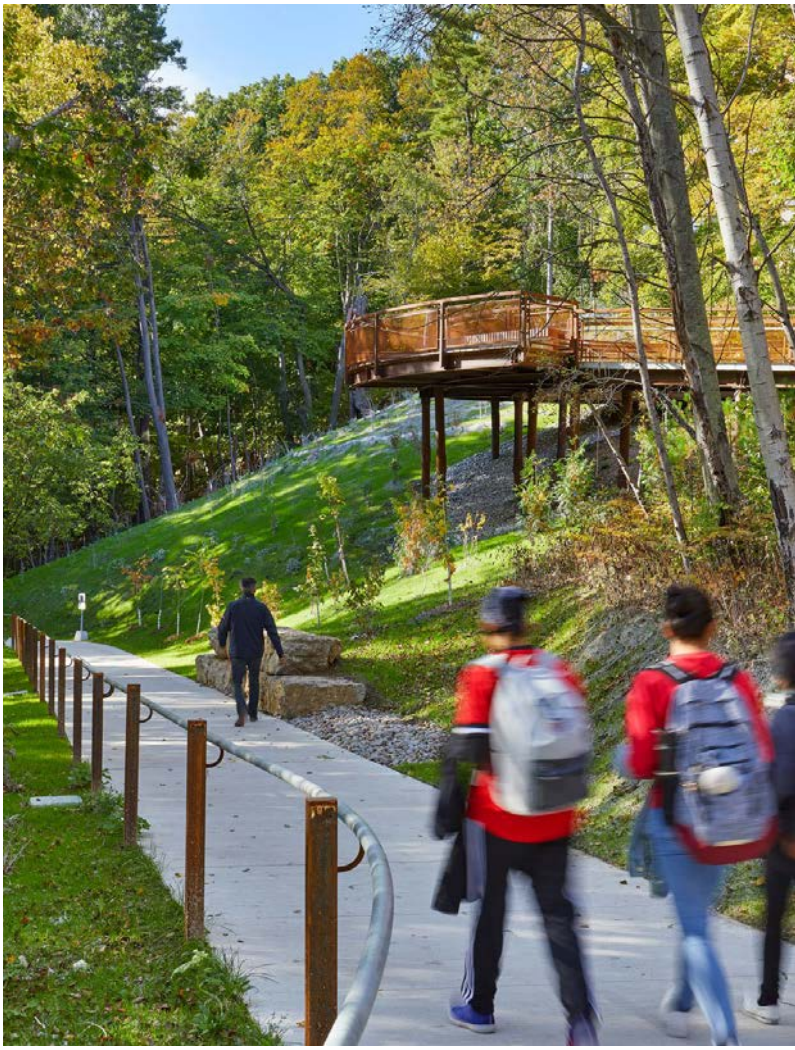


Figure 61. University of Toronto Scarborough Valley Land Trail (Source: Landezine)

Medway Creek

- Emphasize connectivity with the creek to increase interaction with the natural environment for pedestrians and capitalize on the benefits of the natural environment experience of the campus
- Remove invasive species along the existing footpaths which fall on Western University property
- Partner with the City of London and UTRCA to create a continuous pedestrian trail extending along portions of Medway Creek to create a continuous pedestrian loop including:
    - Widen the existing walkway connecting the Westminster pedestrian bridge to Westminster College, and extending that walkway north to connect with Windermere Road
    - Partner with the City of London to widen the existing municipal walkway between Perth Drive to Western Road before tying in to the multi-use trail east of Western Road to Wellington Drive
    - Utilize the existing sidewalk along Wellington Drive to Beaver Hall, and implement new walkway connections to link to the Avian Research Building;
    - Partner with Huron University College to resurface the existing footpath extending west from the Avian Research Parking Lot and provide an intermediate connection to Burnlea Walk
    - Continue to resurface the existing footpath southward to Ramsay Road
    - Extend the trail to link with Brescia Lane and extend to Western Road
- Partner with the City of London to extend the trail southward along Western Road and link with the existing connection to the Huron West practice field, and/or the trail connection opposite Hollywood Crescent to connect with the trail network along the Thames River

Figure 62. University of Toronto Scarborough Valley Land Trail (Source: Landezine)

- Trail layout and surfacing strategy including:
    - Enhance existing trails through resurfacing appropriate for the various segments along the trail network
    - Demarcation and enhancement of trail entry points
    - Resurfacing of the trail for consistency along its length in compliance with trail best practices and standards of the ESA.

Woodlots

Building upon the natural amenities of the campus which contribute to the sense of place and character of the campus, the existing woodlots reinforce the natural beauty of Western's campus, and provide visual interest throughout the year. The forested areas of the campus for the purposes of this Western Open Space Strategy have been classified into two categories including natural woodlots, which include those areas along the riverfront areas including the Baldwin Flats and remnant woodlots, and manicured woodlots including portions of University Hill, McIntosh Gallery Green, and the Weldon Library Open Space. Each area contributes to the natural character of the campus, and each will require attention to the sensitive protection and enhancement opportunities to for the canopy coverage of the campus.

Recommendations:

Natural Woodlots:

The natural woodlots generally consist of mature forested areas with undisturbed understory areas, or understory areas with limited design influence such as trails or informal walkways. These areas on campus are generally located along the banks of the Thames River and Medway Creek, within remnant pockets of Carolinian Forest on Lambton Drive and along areas of high slopes framing South Valley, Middlesex College, and on the west side of the campus.

- Maintenance and succession strategies to ensure long term health
- Limit impact of development by:
- Restricting future development in areas outside of the floodplain where not permitted though the municipal zoning by-law
- Maintaining existing pedestrian connection points or removing those pedestrian routes which are redundant
- Maintaining existing edge conditions and extend treatments into existing landscaped areas where possible to buffer from adjacent developed sites or cut-through pedestrians traffic
- Removal of any invasive species and continued monitoring
- Protection and enhancement of corridor connections where possible to link natural areas (patch connectivity)
- Develop and implement a reforestation plan including initiatives to reduce maintenance, implement native species, increase ecological value within these spaces, and establish potential outreach partnership opportunities
- Provide protection and preservation of woodlot during building project construction to reduce negative impact

Manicured Woodlots:

- Develop a tree inventory of these areas, including monitoring of tree conditions and identification of reforestation opportunities
- Tree selections should provide a variety of form, colour and flowering to provide interest through the year and enhance the character of the campus as a natural arboretum
- Fruit bearing trees should be avoided near pathways and pedestrian areas;
- Tree plantings placed in a manner which frames open spaces and pathways
- Over time, those areas which are pedestrian focused should be planted so that they create the feeling and impression of manicured woodlots;
- Explore opportunities to increase naturalized understory areas
- Walkways, where provided, and significant wear beyond the width of the path is noted, should be either removed to deter pedestrian use, or be widened to accommodate travel volumes, in order limit damage to surrounding natural or landscaped areas

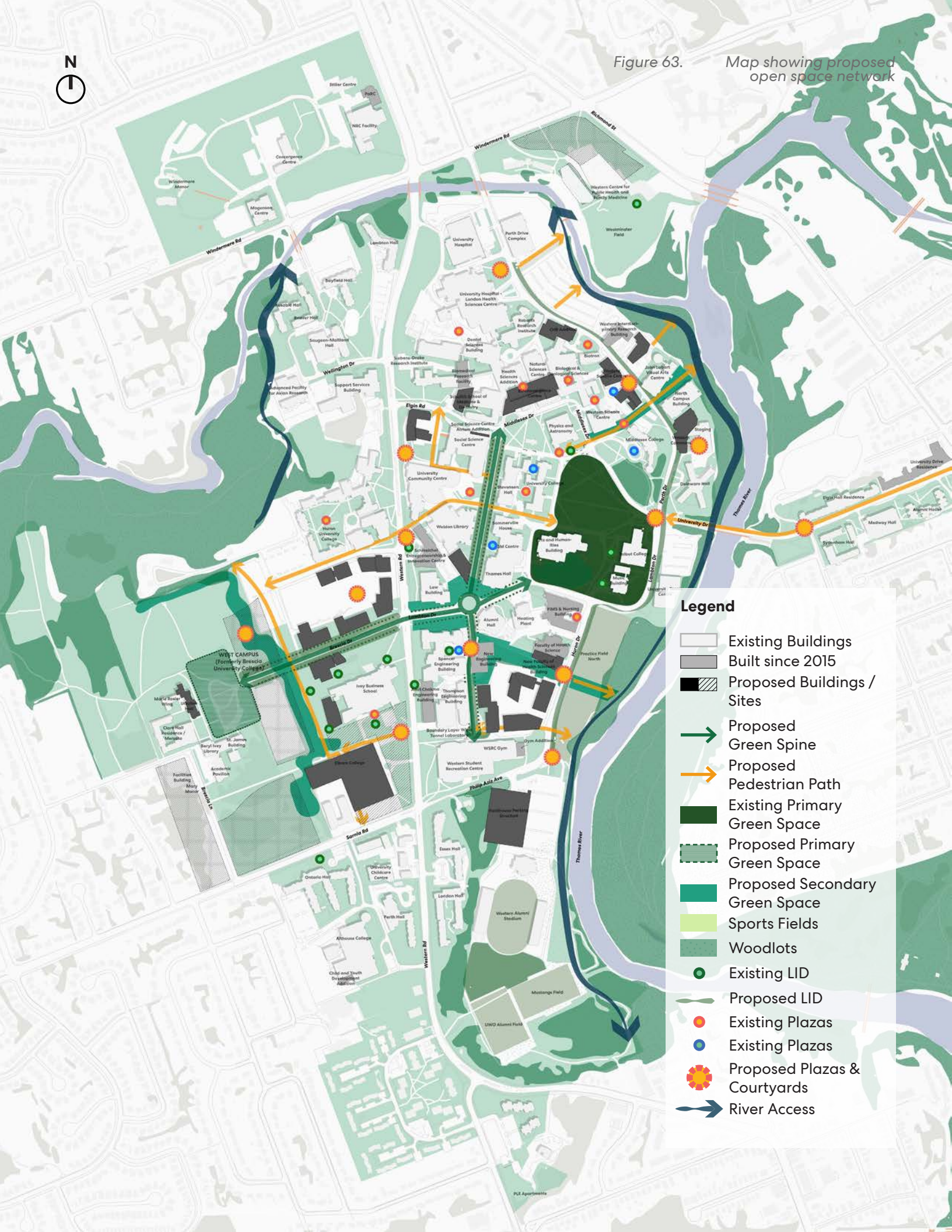


Figure 63. Map showing proposed open space network

4.2 Mobility Framework

Western's mobility framework connects students, staff, and visitors to and around campus through a multimodal network. As the university grows, this framework must evolve to support safe and convenient access along the way. This section begins by outlining the planned direction for campus mobility at a network level. Additional detail on recommended design principles and street-by-street recommendations are provided beginning on page 92, and the action plan in Chapter 5 breaks these into key project recommendations over the short-, mid-, and long-term to work toward this vision.

Access Restrictions

In service of the university's goals to prioritize pedestrians in the campus core and reduce vehicular traffic in this area, the proposed street network limits vehicular traffic in select locations in the campus core, while continuing to allow full access on peripheral streets. New parking facilities will be located along the edge of campus on streets that allow full access for vehicles and minimize the number of vehicles in the campus core. The table below and the map on the next page summarize the proposed street types for all campus streets.

Expanding Pedestrian- and Bicycle-Only Streets

Western will continue to build out its network of pedestrian- and bicycle-only streets in the campus core, using Kent Walk as a model design. Service and emergency vehicles will be permitted on these streets as needed. The pedestrian- and bicycle-only section of Oxford Drive will be extended south of Lambton Drive to the Western Student Recreation Centre. Parking will be relocated and new access to the recreation centre roundabout will be provided via Western Road. As the new vehicular bridge over the Thames River is constructed, the historic bridge on University Drive will become a pedestrian- and bicycle-only bridge.

Introducing Pedestrian-, Bicycle-, and Bus-Only Streets

Convenient transit access is also essential to provide convenient, sustainable travel options for people who do not live within walking or biking distance of campus or who have limited mobility. Buses will continue to be permitted on all streets where they operate today. A new street type will be introduced on campus, which allows pedestrians, bicyclists, buses, and service vehicles, but prohibits access for private vehicles. This classification will be applied to Middlesex Drive (Social Science Centre to Perth Drive) and a portion of Lambton Drive (Thames Hall to Huron Drive). These sections do not provide access to parking facilities, and alternative PUDO zones will be provided on full access streets nearby.

Table 1: Street Access Types

Permitted Users	Full Access Streets	Pedestrian-, Bicycle-, and Bus-Only Streets	Pedestrian- and Bicycle-Only Streets	Pedestrian Paths	Service Access Streets
Pedestrians	■	■	■	■	■
Bicyclists	■	■	■		
Buses	■	■			
Private Vehicles (General Public)	■				
Private Vehicles (Western Students, Faculty, and Staff)	■				
Service Vehicles	■	■	■		■
Permitted Parking Access	■				■
Campus Streets	Perth Dr, Huron Dr, Philip Aziz Ave, Lambton Dr (Western Rd to Thames Hall), University Dr, Elgin Rd	Middlesex Dr (Social Science Centre to Perth Dr), Lambton Dr (Thames Hall to Huron Dr)	Kent Walk, Kent Walk North, Oxford Dr North, Oxford Dr South, Historic University Dr Bridge	Pathways across campus greens, natural trails	Alleys, Dental Circle

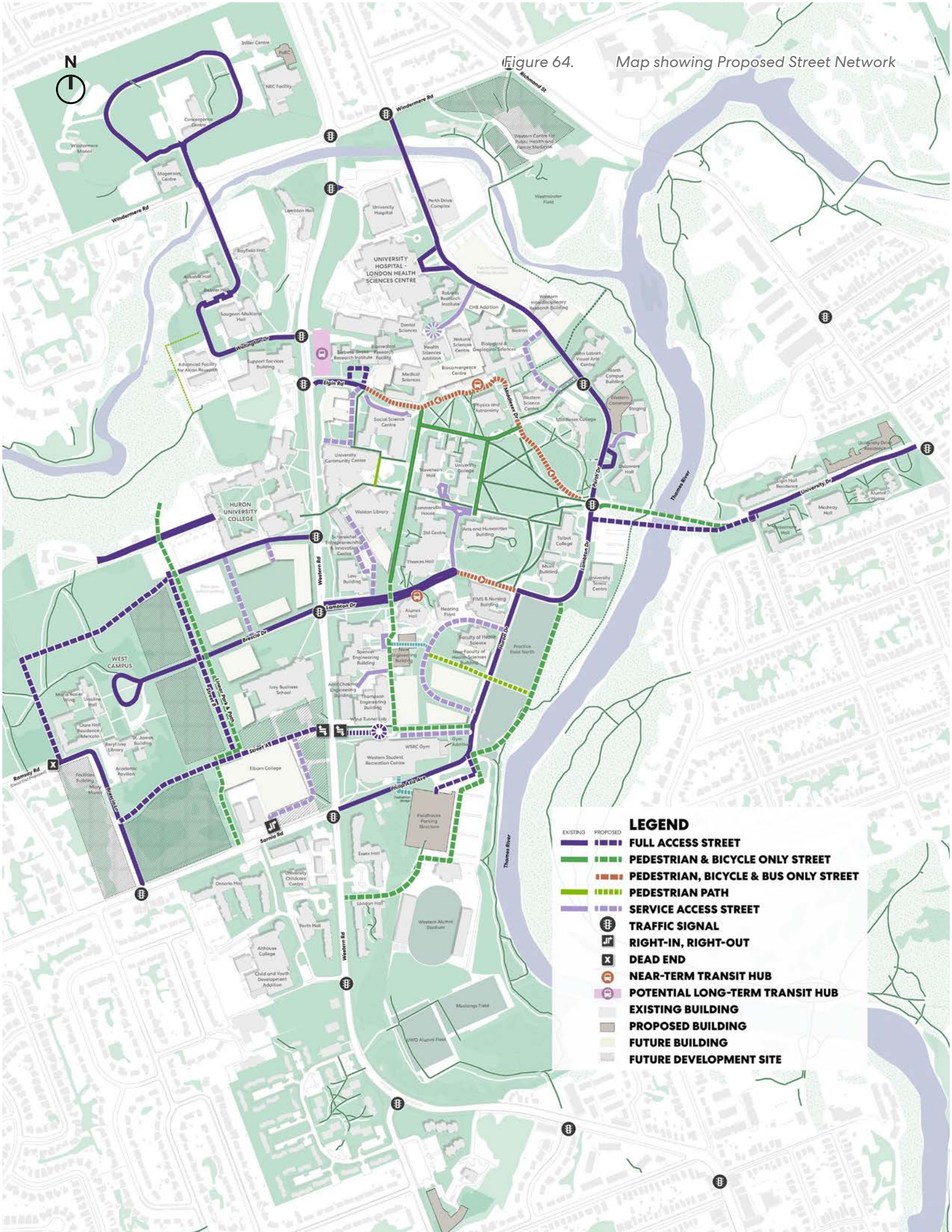


Figure 64. Map showing Proposed Street Network

Cycling Network

Bicycling is an efficient, flexible, and sustainable transportation choice for students, faculty, staff, and visitors. Western aims to expand its network of comfortable bicycling facilities to create a safe and inviting place to bike and attract more people to choose bicycling as a form of travel to campus.

This will require upgrading some existing bicycle facilities, installing new bicycle facilities to fill network gaps, and installing additional bicycle parking. The map on the next page illustrates the envisioned campus bicycle network, which will be built out over time.

Key proposed projects include:

- Supporting the City of London's project to install bicycle lanes on Philip Aziz Avenue and portions of Sarnia Road and Western Road
- Enhancing visibility of existing bicycle facilities with green conflict markings
- Extending the bi-directional cycle track on Middlesex Drive/Elgin Road west toward Western Road
- Redesigning Oxford Drive as a pedestrian- and bicycle-only street
- Creating a bi-directional cycle track on Lambton Drive from Western Road to Huron Drive
- As the South Valley area is developed, install bicycle lanes along Huron Drive/Lambton Drive, or create a parallel off-street path on the east side of the practice fields
- Adding a bi-directional cycle track on the university-owned portion of Perth Drive, where the space between existing buildings allows
- As new West Campus streets are designed, use a Complete Streets approach with bicycle facilities where indicated on the proposed bicycle network map, including a linear park with a multi-use path parallel to proposed Street B

Transit Network

Western will continue to work with LTC to ensure convenient access to campus via transit. The agency has not identified significant planned changes to its service on Western's campus over the next ten years. This plan anticipates buses will continue to operate as they do today through the mid-term. At this time, the university will focus on supporting safe operations of transit vehicles on campus and ensuring a comfortable waiting experience for riders. The proposed designs for Lambton Drive and Middlesex Drive, where the greatest number of LTC routes pick up and drop off riders, will help clarify bus staging areas, reduce conflicts with pedestrians and cyclists, and improve visibility around bus stops.

Western will coordinate regularly with LTC and the City of London to stay ahead of future changes to transit service and advocate for the highest quality service available for the campus community, including the planned BRT on Western Road. LTC does not anticipate this service or associated infrastructure will be implemented in the near- or mid-term.

This plan does not propose a specific design for BRT on Western Road, but highlights design features the university should advocate for to support pedestrians, bicyclists, and safety for all as the design is developed in the future.

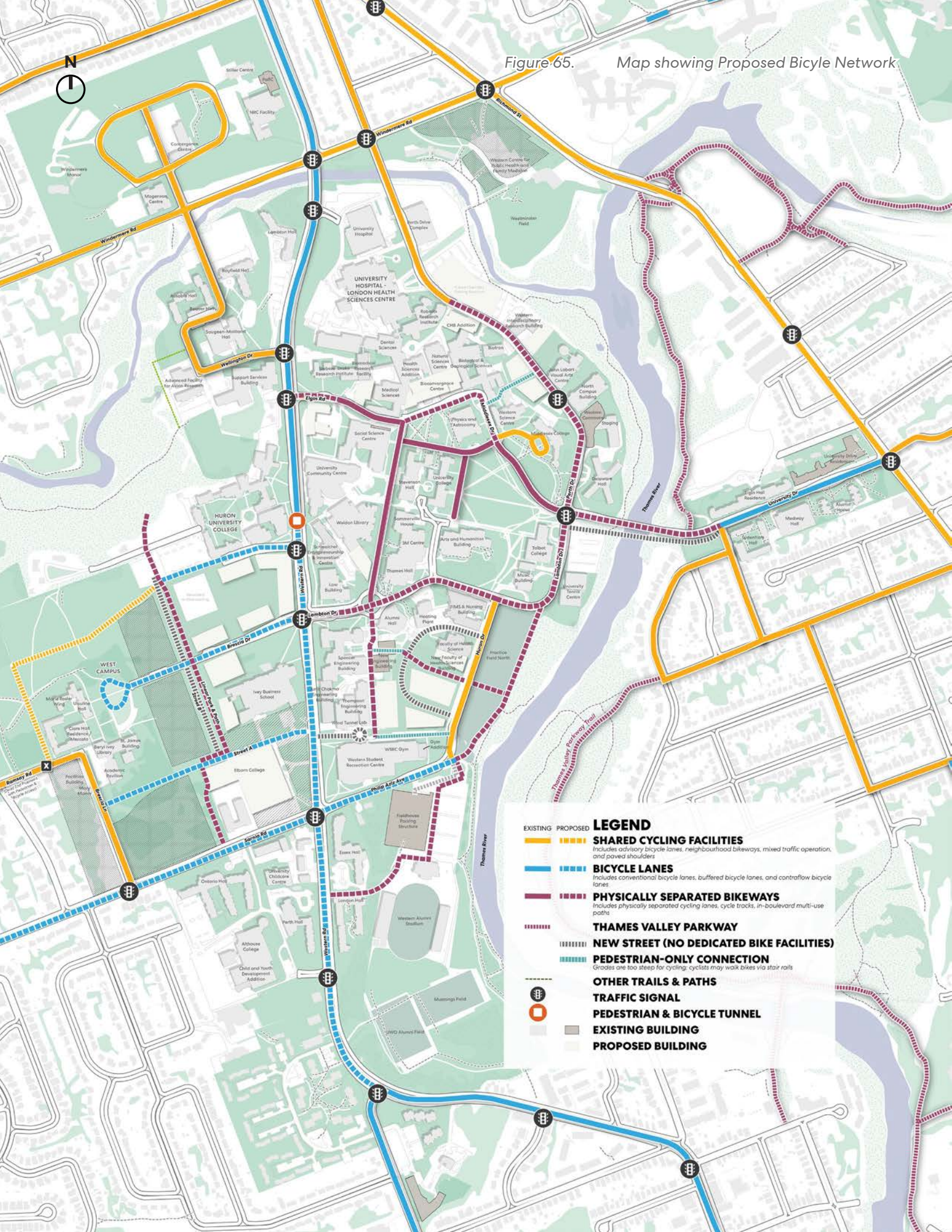


Figure 65. Map showing Proposed Bicyle Network

Pick-up/Drop-off Zones (PUDO)

Pick-up and drop-off activities are an active part of campus life, including friends dropping each other off, catching a ride from rideshare providers, or receiving food deliveries and packages.

When formal pick-up/drop-off (PUDO) areas are not provided, drivers will often stop and sometimes park in a vehicle lane or bicycle lane, slowing operations and causing safety hazards. Short-term parking for passenger pick-up and drop-off, as well as deliveries, provides a safe place for these activities to happen without disrupting travel flows or blocking visibility.

Formal PUDO areas should be distributed across campus to provide reasonable access to all campus buildings and facilities. Table 1 summarizes the proposed PUDO zones for each area of campus, including those to be retained, removed, or added.

As access restrictions are implemented for portions of Middlesex Drive, Lambton Drive, and Oxford Drive South, new turnarounds and PUDO zones will be needed to help drivers return to full access streets and replace select existing PUDO zones that will no longer be accessible.

PUDO zones on Oxford Drive South at the recreation center and on Lambton Drive near the Spencer Engineering Building will be modified as part of adjacent street redesigns.

Key proposed new PUDO zones include:

- Elgin Road at the Siebens-Drake Research Institute
- Philip Aziz Avenue at the new Fieldhouse and Huron Flats Parking Structure
- Sunset Drive at University Drive, as part of the University Drive Bridge project
- New Western Commons building (current Staging Building site)

As new development is constructed in areas like West Campus and at the South Valley parking lot, PUDO facilities should be added to support activity in these precincts.

PUDO Policies and Strategies

- Create formal PUDO zones at regular intervals near campus entrances, at high-demand locations, at residence halls, and near limited access points to prevent drivers from blocking vehicle lanes and/or bicycle lanes.
- Where full access streets terminate or transition to limited access streets, design PUDO zones to allow drivers to turn around and easily return to the full access network.
- Install wayfinding signage at PUDO zones, marking them as such and providing a unique location name or number to help drivers, riders, and delivery recipients to easily coordinate a meetup point. Consider including QR codes linking to the mapped location for users to share with each other, as well as to building access instructions for delivery drivers.
- Work with ridehailing services to geofence pick-up and drop-off points, encouraging riders to use formal PUDO zones and prohibiting trips from starting or ending in the middle of streets in high-activity areas.
- Install “no parking or standing” signs in locations where pick-up/drop-off activity is common but not desired.
- Work with Western Special Constable Services (WSCS) to enforce no parking areas and redirect drivers to nearby PUDO zones.

Table 2: Proposed PUDO Zones

Existing PUDO to be Retained	Existing PUDO to be Removed	Proposed PUDO
Northeast Campus & University Hospital Area		
University Hospital Main Entrance on Perth Drive Dental Circle Delaware Hall	N/A	Western Commons
Northwest Campus		
Saugeen-Maitland Hall	N/A	N/A
Central East Campus		
Talbot College Music Building Spencer Engineering Building (modified design)	Middlesex College (Middlesex Drive to become bus-only) Kresge Building (Middlesex Drive to become bus-only)	Elgin Road at Siebens-Drake Research Institute Additional location near Talbot Visitor Lot
Southeast Campus		
FIMS Nursing Building Lambton Drive at Spencer Engineering Building (to be extended) Redesign Western Student Recreation Centre roundabout PUDO with access to Western Road instead of Oxford Drive Essex Hall/London Hall	N/A	Huron Flats Parking Structure/ Stadium New development on South Valley Parking Lot
University Drive		
Elgin Hall Sydenham Hall Medway Hall Alumni House	N/A	Sunset Drive at University Drive
Southwest Campus		
Althouse College Perth Hall Ontario Hall	N/A	N/A

4.4 Recommendations

General Recommendations

As Western University maintains and upgrades its mobility network, the following general recommendations should be applied across projects. More detailed design guidance is available in the Design Guidelines appendix.

Access Restrictions

Access restrictions limit which types of users may use streets and paths on Western's campus. Proposed changes aim to prioritize safety and comfort for people walking and biking in the campus core and continue to allow reasonable access to campus for people driving.

To accommodate the university's desire to limit vehicular traffic in the heart of campus while continuing to allow direct, convenient transit service near key destinations, a new street type will be introduced.

- Full access streets, pedestrian- and bicycle-only streets, pedestrian paths, and service access streets will all continue to play a role on campus.
    - Bus-, pedestrian-, and bicycle-only sections will also be introduced to the network. These streets will allow transit vehicles, as well as service vehicles. All other vehicles will be prohibited.
    - Full public access will be permitted on all street segments that connect to publicly-accessible parking lots and pick-up/drop-off areas.
- As new parking facilities are constructed, they will be located along the perimeter of campus to reduce the need for full public access streets in the center of campus.
- Additional, temporary access restrictions may be needed during select times of year or select times of day, such as during campus move-in days. Placement of additional access restrictions should consider the locations of available vehicle turnarounds and provide sufficient notice for drivers to turn around in a convenient location.

Gateways

Campus gateways are the first impression of Western University's campus. They should be designed to create a sense of clear arrival with a distinctly recognizable aesthetic. The entrance at Western Road and Lambton Drive sets the standard for gateway features and materials.

Standard elements of gateways to Western University's campus include:

- Masonry seat wall with branded sign
- Masonry pedestrian gateway pillars
- Enhanced landscaping around masonry features
- Reduced speed limit sign (30 km/h)
- Transition to campus streetlight fixtures
- Pedestrian-oriented wayfinding signs

In some cases, gateways may have additional features that relate to nearby facilities, such as event venues or major parking facilities. These may include:

- Electronic message boards
- Vehicular wayfinding to parking facilities and pick-up/drop-off (PUDO) areas
- Uplighting of features like masonry pillars and signs to enhance nighttime presence and warmth

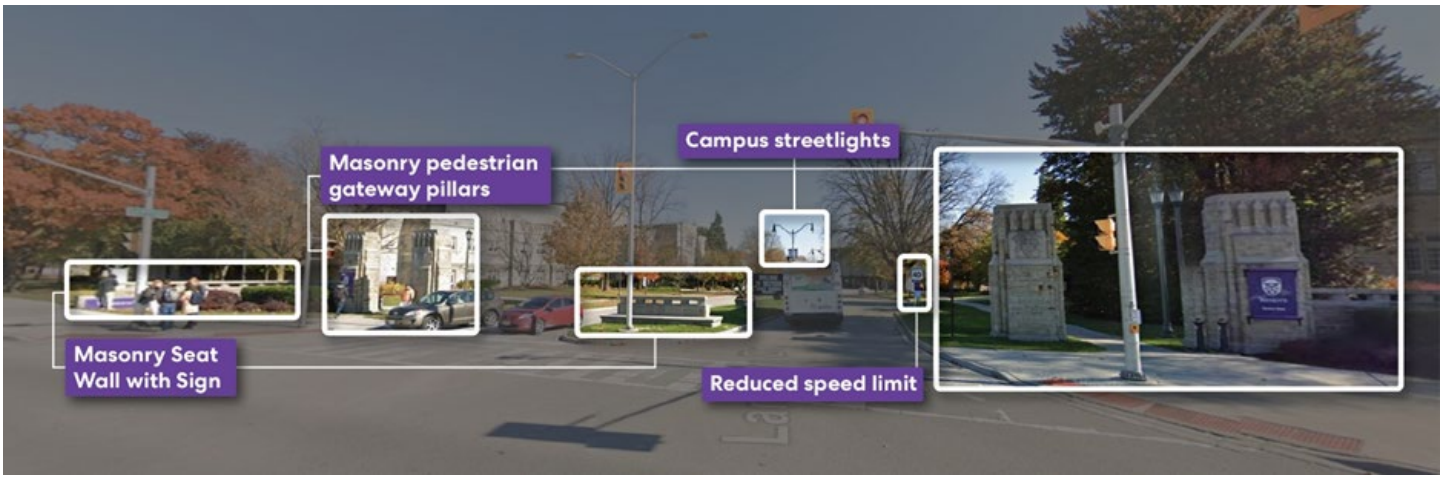


Figure 66. Gateway features at Lambton Drive today

Table 3 summarizes the features that exist at campus gateways today and where new features are recommended to enhance the sense of arrival on campus and consistency across gateways.

Table 3. Gateway Features by Location

✔ **Existing** ☐ **Partially Existing** ■ **Proposed**

	Feature	Elgin Rd at Western Rd	Lambton Dr at Western Rd	Brescia Dr at Western Rd	Philip Aziz Ave at Western Rd	University Dr at Richmond St	Perth Dr at Windermere Rd	Wellington Dr at Western Rd	Perth Hall at Western Rd
Core Features	Masonry seat wall with branded sign	☐	✔	■	✔	✔	■	■	■
	Masonry pedestrian gateway pillars	■	✔	■	■	✔	■	■	■
	Enhanced landscaping around masonry features	☐	✔	■	☐	☐	■	■	■
	Reduced speed limit sign	■	✔	■	■	■	✔	■	
	Transition to campus streetlight fixtures	✔	✔	✔	■	✔	■	■	
	Pedestrian-oriented wayfinding signs	■	■	■	■	☐	■	✔	■
Optional Features	Electronic message boards			✔	✔				
	Vehicular wayfinding to parking and PUDO	■		■	■		■		■
	Uplighting of masonry features and signs	■	■			■	■		■

Paving and Materials

Material selection for streets and pathways impacts functionality and accessibility, and it is an opportunity to reinforce a dignified campus aesthetic. Consistent material selection contributes to a continuous and recognizable experience across campus.

- All surface paving should be limited to durable materials with surface finishes that comply with AODA requirements.
- Concrete is preferred for sidewalks and pedestrian pathways to promote durability, reduce maintenance needs, and foster a consistent campus aesthetic. Wherever possible, they should be separated from the roadway by a landscaped buffer.
- Permeable pavers, unit pavers, and decorative concrete may be used in pedestrian spaces such as courtyards, plazas, and building entrance areas. Standard pavers should be used across campus for consistency.
- Narrow medians should be hard surfaced with decorative paving treatments that are durable and attractive.

See the Design Guidelines appendix for additional detail on paving and material selection.

Sidewalks and Pedestrian Pathways

The Western University campus should be comfortable to cross on foot, easily navigated, and leave a lasting impression of a welcoming collegiate environment. Every effort should be made to create an environment that is accessible for all, including people using wheelchairs and other assistive devices, as they traverse the rolling topography of Western's campus. Both sidewalks along roadways and off-street pedestrian pathways in the heart of campus will play a role in the pedestrian experience. Guidance for sidewalks and pedestrian pathways includes:

- Follow Accessibility for Ontarians with Disabilities (AODA) guidelines, including:
    - Provide 1.8 m standard sidewalks or wider, with a minimum 1.5 m pedestrian clear zone at pinch points. Provide 3 m sidewalks in high pedestrian activity areas.
    - Provide tactile warning strips to define crossings at curb ramps and to transition between pedestrian-only and mixed zones at the same level.
    - Locate obstacles, such as utility poles and street furniture, outside of the pedestrian clear zone.
    - All newly installed or retrofitted walkways should have grades of less than 5% slope, with cross slopes no greater than 2%. Where slopes of less than 5% are not achievable, ramps with appropriate handrails should be provided per AODA guidelines, where no other accessible walkway is provided.
    - Ensure audible tones are provided at signalized intersections and mid-block Rectangular Rapid Flashing Beacons (RRFB).
- As sidewalks are reconstructed—such as due to adjacent building construction projects—or as new sidewalks are built, aim in increase sidewalk width from 1.8 m to 3 m where feasible.
- All sidewalks and pedestrian paths should be free of encumbrances such as pavement upheaval, physical obstructions, stairway barriers, and other chronic maintenance issues such as foliage overgrowth.
- Pedestrian-oriented wayfinding signs should be placed at the top and bottom of exterior staircases, highlighting destinations on either end of the stairs and directing pedestrians toward the nearest accessible route toward these destinations. Tactile banding should also be provided along treads and top landings.
- A connected network of pathways should be provided along the Thames River and in natural areas across campus to encourage connections with the landscape. These should be designed to protect the natural features to ensure the long-term success of the campus' natural environment and enjoyment of its features by the campus community.

See the Design Guidelines appendix for additional detail on pathway design.

Crossings

Highly visible, regularly spaced crossings with manageable crossing distances are essential for pedestrian and bicycle connectivity. Guidance for retrofitting existing crossings and installing new crossings includes:

- Ensure all crosswalks have AODA-accessible curb ramps with brick red tactile warning strips and follow AODA guidelines for appropriate grading and tonal contrast of paving where required.
- Signalized intersections should be furnished with signal recall devices, audible signal features, and pedestrian signal heads with countdowns.
- Upgrade all crosswalks to use high-visibility markings. Where pavers or decorative paint is used in crosswalks, high-contrast, white banding and ladder striping should still be provided to ensure visibility.
- Install median refuges where feasible when pedestrians must cross more than two travel lanes.
- Consider using raised crosswalks or raised intersections to highly-prioritize pedestrians and encourage drivers to yield at high-volume pedestrian crossings.
- Prohibit on-street parking or PUDO within 6 m of a crosswalk, driveway, or intersection to ensure clear sight lines.
- Avoid planting trees or tall shrubs next to crosswalks, driveways, or intersections to ensure clear sight lines.
- Consider installing curb extensions to reduce crossing distances at crosswalks where feasible, such as when adjacent to on-street parking or PUDO areas.
- Install marked crosswalks with regular frequency and at key desire lines to encourage pedestrians to cross in marked locations, preferably at least every 150m on campus streets.
- Provide pedestrian-scale lighting at crosswalks for good nighttime visibility.
- Provide audible tones at signalized crossings.

Figure 67. Tactile warning strips mark the raised intersection of a pedestrian and bicycle only street at Georgia Tech where it meets a standard street (Source: Nelson Nygaard)

Accessibility

Western is committed to being a campus where people of all abilities enjoy equal, dignified access to all of its buildings, facilities, and public spaces. A fully accessible campus must accommodate people with impaired vision or hearing, developmental disabilities, or who use wheelchairs or other mobility aids. In addition to following AODA guidance as all facilities are designed or modified, the university should take the following proactive measures to move toward greater campus accessibility.

The first step to fostering a universally accessible campus is to understand where barriers exist. Western should periodically update accessibility studies and ensure the following steps are being taken:

- Inventory non-compliant features and facilities through a comprehensive campus review of the dimensions and conditions of all access points.
- Create physical and online maps displaying accessible routes and barriers due to existing features where detours are needed.
- Install clear wayfinding signage directing people toward accessible routes.

In addition to following guidance for accessible pathways and crossings as noted above, the university should ensure:

- Accessible pathways should be provided from sidewalks to bus stops.
- All bus stops should have paved, level boarding platforms.
- Accessible pathways should be provided to reserved AODA parking spaces.
- Wayfinding signage should be provided guiding users toward accessible routes and building entrances.

See the Design Guidelines appendix for additional accessibility guidance.

Figure 68. Wayfinding posts highlight accessible routes and entrances on UNC Charlotte's hilly campus (Source: Nelson Nygaard)

Bicycle Facilities

Bicycling is a sustainable, low-cost form of transportation that supports Western University's goals. To encourage more students, staff, and visitors to bike to and around campus, more continuous and inviting bicycle facilities are needed. As streets are modified or added, they should be designed to include bicycle facilities in accordance with this plan and should consider the following guidance:

- As facilities are designed, designers should consult detailed design guidance such as the NACTO Bikeway Design Guide and the City of London's Complete Streets Design Manual (2018).
- Different people have different bicycling abilities and risk tolerances. To welcome the widest range of potential cyclists, the university should prioritize building "all ages and abilities" facilities, those that provide the maximum protection and separation from vehicles possible within a given context.
- A variety of bicycle facilities may be used throughout campus, depending on available space and contextual factors like vehicle volumes and speeds and presence of driveways. Bicycle facility types may include:
    - **Bicycle Lanes:** Standard bicycle lanes are designed at street level, typically part of the same asphalt paving used for vehicle lanes. A bicycle lane is provided on each side of the street in the same direction as vehicular travel. Bicycle lanes should be a minimum of 1.5 m wide in each direction, with 1.8 m preferred for cyclist operations and snow clearing.
        - **Unbuffered Bicycle Lanes:** In cases with low vehicle volumes and speeds, unbuffered bicycle lanes may be sufficient.
        - **Protected Bicycle Lanes:** Where vehicle volumes and speeds are higher, a buffer to separate cyclists from vehicular traffic improves safety and comfort. This may be a painted buffer or a vertical buffer to provide greater protection, with designs such as with a concrete median or pre-cast curbs and bollards. Where feasible, protected bicycle lanes are preferred to maximize safety and comfort and attract a wider range of potential cyclists.
    - **Bi-Directional Cycle Tracks:** Two-way facilities may be used in cases where directional bicycle lanes do not fit on both sides of the street, where there is enough space for a buffer on one side of the street but not both, or on streets with few curb cuts. Bi-directional cycle tracks should be a minimum of 3 m wide, with 3.7 m preferred cyclist operations and snow clearing.
        - Like bicycle lanes, bi-directional cycle tracks may be unbuffered or protected. Protected cycle tracks are preferred. A minimum 0.5m buffer is recommended, and 1 to 1.5 m (or wider) is preferred.
        - Bi-directional cycle tracks are not preferred in locations with frequent driveways or intersections. Use access management to consolidate driveways where possible on streets with bi-directional cycle tracks.
    - **Multi-Use Paths:** Multi-use paths provide a shared space for pedestrians and cyclists. These are typically concrete paths running parallel to an adjacent roadway, usually separated by a landscaped buffer. Both pedestrians and cyclists move in both directions. For multi-use paths, a minimum of 3 m is needed and 4 m is preferred. These work well in areas where there is a low to moderate amount of people walking and biking. Where volumes are higher, separate facilities are preferred.

- **Trails:** Off-street trails provide space for people to walk and bike away from vehicles. When not located in environmentally sensitive areas, these may be paved trails with designs similar to multi-use paths but in off-street settings. They should be designed to be fully accessible and to accommodate pedestrians and cyclists. Access points should be regularly spaced and wayfinding signs should be provided at adjacent streets and paths.
  Additionally, Western's natural, unpaved trails along the Thames River and through wooded areas offer space to connect with nature and enjoy the beauty of the campus setting. While these are not suited to biking, they should be made accessible wherever possible, using compact surfaces. In instances where a route cannot be made accessible, wayfinding signage should be provided to notify users of upcoming inaccessible sections and direct them to accessible routes and overlooks.
- **Shared Lane Markings ("Sharrows"):** Where space constraints do not allow for dedicated bicycle facilities, sharrows may be painted in vehicle lanes to indicate to drivers that they should expect to share the road with cyclists. These can be appropriate on low-speed (< 40 km/h), low-volume roads (<~3,000 AADT).

- Aim to maximize continuity of facility types. While there are cases where a facility type will have to shift along a corridor due to space constraints, a consistent facility type should be used along a corridor wherever possible to create consistent behavioral expectations for cyclists and drivers and to minimize forced street crossings to transition between directional and bi-directional facilities.
- Green paint should be used to draw attention to bicycle facilities as they approach intersections and driveways and green striped conflict markings should indicate the cyclist's route through an intersection.
- To further support cycling options, Western should work with the City of London to support a bicycle and/or scooter sharing program in the area.

Bicycle and Scooter Parking

Convenient, secure parking for bicycles and scooters is essential to supporting cycling as a realistic and attractive alternative to driving to campus. Most bicycle parking on campus today is uncovered, outdoor bicycle racks. While this style of bicycle parking is cost effective and can work well for shorter periods of time, more covered and secure bicycle parking is needed to support longer stays, especially with inclement weather.

- **Standard Bicycle Racks:** Maintain existing standard bicycle racks throughout campus. These work well in high-turnover locations where cyclists will not be staying for an extended period of time. In areas where riders will be staying for much of the day, consider upgrading to covered or secure parking.
- **Covered Bicycle Parking:** Where feasible, retrofit existing outdoor bicycle racks to add overhead shelters to provide protection from rain and snow.
- **Secure Bicycle Parking:** Continue to build out Western's supply of secure bicycle parking areas.
    - Leverage a range of secure parking facilities, including bike rooms within buildings, bicycle cages within parking garages, bike lockers, and purpose-built bicycle parking facilities like the one at the Alumni Thompson Parking Lot.
    - Distribute these facilities around campus, especially in areas with high concentrations of destinations. Aim to have secure bicycle parking within a 10-minute walk of all campus buildings, gradually increasing the supply and convenience over time.
    - As new residence halls and academic buildings are designed, encourage them to include indoor bicycle rooms on the ground floor, which should be accessible from the exterior.
    - Consider collocating secure bicycle facilities near primary bus stops, offering a convenient multimodal option for transit riders to leave a bicycle or scooter on campus for use at Western during the day.
    - Continue to require free registration of bicycles and scooters to park in secure facilities.
- **Bicycle and Scooter Registration:** Continue to encourage all cyclists and scooter riders to register their devices through the 529 Garage program.
- **Electric Device Parking:** To support fire safety, continue to require battery-powered devices to be Underwriters Laboratory (UL) certified. Consider requiring a registration sticker for battery-powered devices to streamline Western Fire Safety's compliance spot checking process.
- **Summer Semester Bicycle Parking:** Consider establishing a program to offer long-term, indoor bicycle and scooter storage over the summer semester to simplify logistics for students who may want to leave their devices in London for the following school year. Temporarily repurposing space in an unused residence hall or academic building could offer a low-cost solution, with students checking their device in at the end of the spring semester and retrieving them at the start of the fall semester.

Figure 69. Standard bicycle racks at Georgia Tech (Source: Nelson Nygaard)

Figure 70. Covered bicycle racks at UNC Charlotte (Source: Nelson Nygaard)

Bus Stops

Buses provide critical access to campus for students, faculty, staff and visitors. To ensure a quality waiting experience, Western should:

- Continue to install shelters and seating at bus stops across campus, with a goal of providing amenities at all stops at Western.
- Assess lighting at all bus stops to make sure they are well lit at night.
- Where bicycle lanes cross in front of bus stops, consider opportunities to install floating bus stops (also known as boulevard island stops) or sections of raised bicycle lanes with conflict markings to facilitate accessible, level boarding and manage conflict zones.

Street Signs

- Create branded "Western University" plaques to add to the top of standard street name signs to reinforce the campus identity.

Figure 71. Western branded street sign topper mockup

Lighting

Lighting dramatically affects the experience on campus after dark, which is particularly important during the winter months. Maintaining clear visibility on roadways and pedestrian paths is essential for safety and comfort, and additional ambient lighting can help create a warm, welcoming character.

Western University has historically used high-pressure sodium lights throughout campus, which offer relatively dim light levels and cast an orange colour on the surrounding area. The university is currently in the process of upgrading all fixtures to LED to increase lighting levels.

As lighting, open space, and street projects are designed, the following lighting principles should be incorporated:

- Use pedestrian-scaled lighting along all sidewalks, pedestrian pathways, and plazas.
- Use taller, vehicle-oriented lighting fixtures in parking lots.
- Ensure even spacing of light fixtures to avoid dark zones.
- Install uplighting at monument signs, pedestrian gateway pillars, signature architectural features, art installations, and high-quality landscaped areas to add warmth and distinction.
- Locate key wayfinding signs next to light fixtures or add directed light.
- Ensure bus stops are well lit to support a comfortable waiting area.
- Ensure building and parking lot signs and entrances are well lit to ease nighttime navigation.
- Install lighted bollards or standard bollards with uplighting at the entrances to pedestrian- and bicycle- only streets and wide pathways to draw driver attention at night.
- Select fixtures with full cutoff options for dark skies compliance, with photo cell and time control options.
- Place light fixtures with sufficient offsets from walkways, bicycle lanes, and vehicle lanes to avoid conflicts.

Service Access

Limited vehicular access to all campus facilities is needed to perform service functions such as material loading, waste removal, and emergency safety services.

- All streets—including pedestrian- and bicycle-only spaces like Kent Walk and Oxford Drive—should be designed to accommodate emergency service vehicles.
- Service vehicle permits should be required to use limited access streets.
- Physical interventions should be used to regulate access to spaces where only service vehicles are permitted, such as mountable curbs, retractable bollards, and gates.
- Service vehicle parking spaces should be provided at loading docks or nearby parking facilities to prevent service vehicles from obstructing pedestrian and bicycle routes.
- Deliveries and scheduled service activities in pedestrian- and bicycle-only spaces should be timed to avoid coincidence with peak pedestrian activity periods, such as during class change periods.

Building Entrances

To help people navigate to and access building entrances, the following guidance should be considered:

- Ensure a direct, well-lit pathway from the building entrance to the nearest sidewalk.
- Use lighting to highlight building entrances at night for visibility and safety.
- Building names should be lit and easily visible from approaching pedestrian routes to support natural wayfinding, including channel signage mounted to buildings, post signs, and/or blade signs.
- Plantings should be used to frame and draw attention to building entrances.
- Wayfinding signage should identify accessible building entrances and routes.
- Bicycle racks and waste receptacles should be placed near building entrances for convenience.
- Where space permits, seating areas may be provided near building entrances.

Existing Street and Pedestrian Path Recommendations

This section highlights the desired conditions for the primary campus streets today, noting the changes needed for each street to achieve the overall vision. Together, these recommendations will realize the proposed campus mobility framework by:

1

Filling in the gaps to create continuous and comfortable pedestrian and bicycle facilities.

2

Limiting vehicular traffic in the heart of campus.

3

Encouraging slower speeds and careful driving.

4

Ensuring sufficient space for buses to load and unload passengers.

5

Creating a regular cadence of formal pick-up/drop-off (PUDO) areas across campus.

6

Enhancing campus gateways.

7

Improving safety for all modes.

Middlesex Drive/Elgin Road

Middlesex Drive/Elgin Road is the primary street running east-west through the north end of main campus. It connects to academic buildings like the Natural Sciences Centre, the Social Science Centre, and other classroom and research buildings. Seven LTC buses run westbound here, dropping off passengers at a convenient location in the heart of campus.

Today, Middlesex Drive has one westbound asphalt lane for buses and other vehicles, with sidewalks on both sides of the street in most locations. A section of sidewalk is missing on the northeast side near Perth Drive; a temporary walking lane is delineated on the asphalt by concrete barriers. A bi-directional cycle track is provided on the southwest side from Perth Drive to Kent Walk, separated from the vehicle lane by concrete curb stops with flex posts.

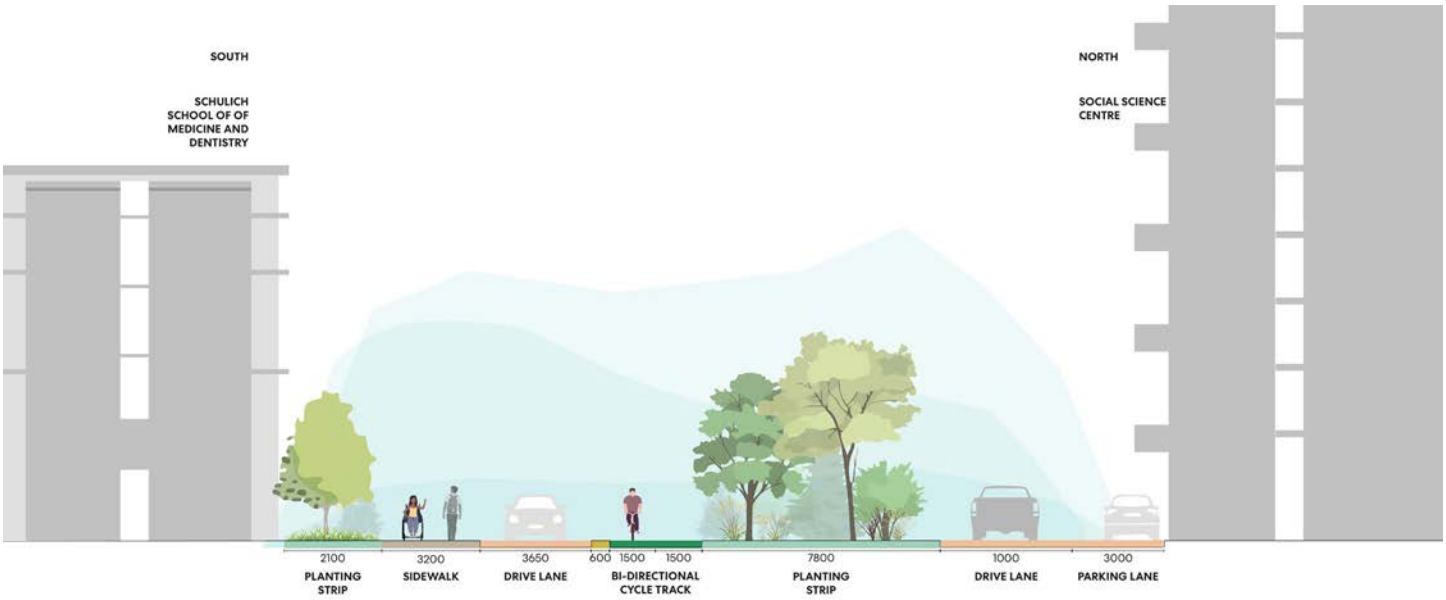
The street becomes Elgin Road west of Oxford Drive.

Between Oxford Drive and the Social Sciences Parking Lot, it has a wide, one-way westbound lane (up to 7.3 m) for vehicles and a one-way, westbound bicycle lane. A one-way eastbound service lane runs parallel to Elgin Road in this area, sloping down toward the Social Science Centre loading dock. West of the Social Science Parking Lot, it operates as a two-way street. Vehicles experience challenges turning around to return to Western Road when Elgin Road becomes one-way westbound at this point.

The following changes are proposed for Middlesex Drive/Elgin Road to better serve the high volume of pedestrians and buses in this area, provide safe and continuous bicycling facilities, continue to allow service access to buildings, and enhance aesthetics:

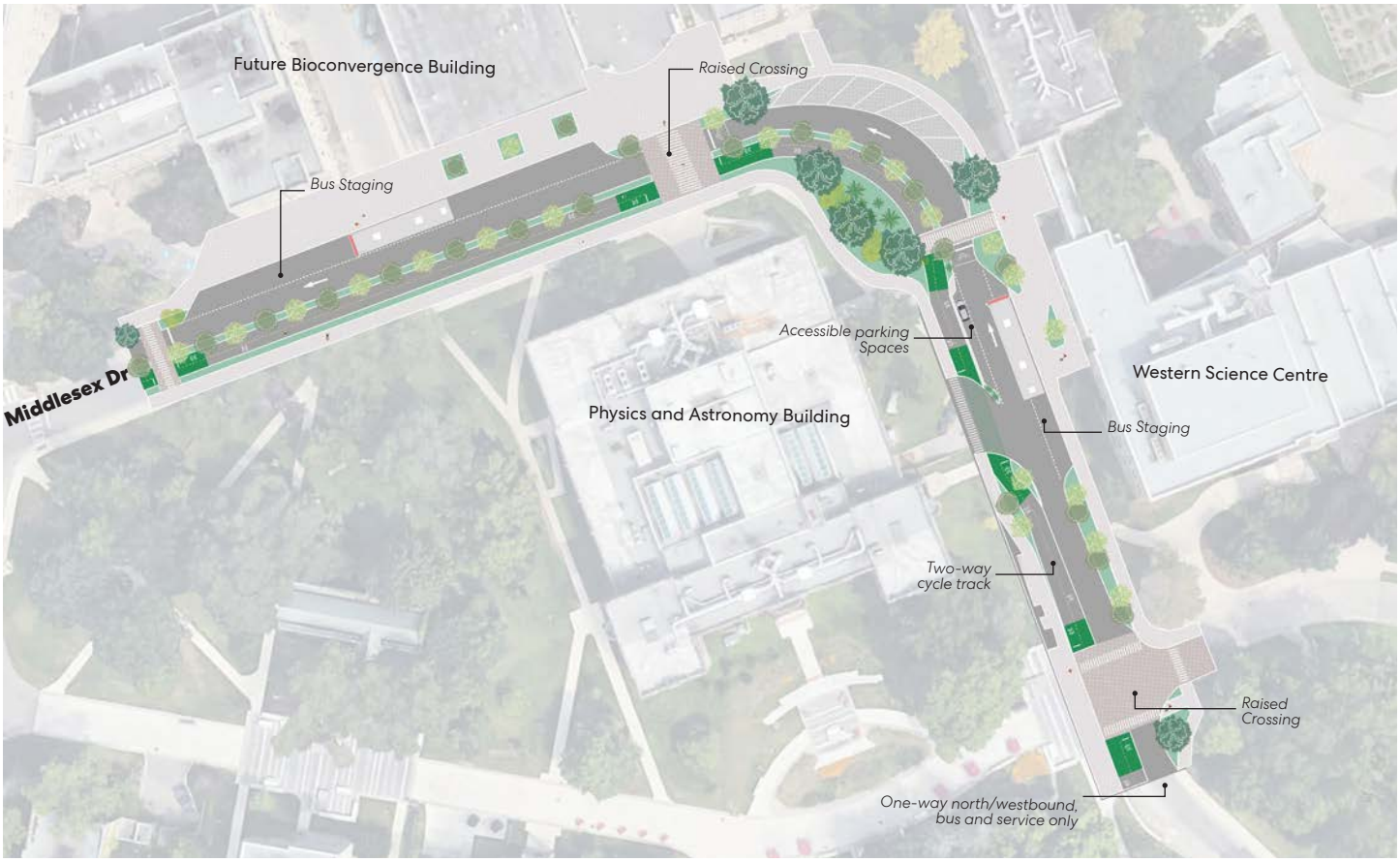
- Elgin Road will continue to operate as a two-way street from Western Road to the Social Science Parking Lot. East of this point, it will continue to be one-way westbound.

Figure 72. Cross Section showing Elgin Road at Social Science Centre (Facing East)



- Create a new PUDO facility on the west end of Elgin Road to create designated space for passenger pickup and drop-off and vehicle turnarounds to return to Western Road as they reach the one-way westbound section.
- Prohibit private vehicles on Middlesex Drive from Perth Drive to the new Elgin Road turnaround. Pedestrians, cyclists, buses, campus service vehicles, and emergency service vehicles will be permitted.
- Extend the existing bi-directional cycle track west toward Western Road to create a continuous facility.
- Narrow the one-way westbound vehicle lane from Perth Drive to the Social Science Parking lot to 3.65 m to encourage slower driving and make space for the extended cycle track.
- Fill in the missing sidewalk gap on the southeast end of Middlesex Drive.
- Enhance crosswalks with wider, raised crosswalks with a prominent design to prioritize pedestrian crossings.
- Shift and define bus pickup/drop-off areas near the Natural Sciences building to avoid conflicts with primary pedestrian crossings.
- As sidewalks are reconstructed, such as for the new turnaround facility or new buildings, widen the pedestrian walkway and add pedestrian-scale lighting and shade trees.
- Consider repaving the limited access portion of Middlesex Drive using concrete to distinguish it from full access streets.

Figure 73. Conceptual Sketch of Middlesex Drive at the Natural Sciences Building



Elgin Road Gateway

Elgin Road is a campus access point for pedestrians, bicyclists, and motorists arriving at Western University, as well as an exit point for westbound buses. Drivers may enter Elgin Road at Western Road via a short two-way, publicly accessible section to reach nearby parking lots and service roads. They must turn around and return to Western Road when they reach the one-way westbound portion at Middlesex Drive. To improve the sense of arrival and clarify operations at this gateway:

- Pedestrian Gateway: Install masonry pedestrian gateway pillars to better define and frame the entry and create a sense of arrival.
- Western University Monument Sign: Install a monument sign with a low masonry wall at the campus entrance, including surrounding landscaping and uplighting to enhance nighttime visibility. Gateway feature placement should consider the potential expansion of Western Road to accommodate future BRT, which could widen the intersection at Elgin Road and shift a gateway feature to the east.
- Wayfinding: Install pedestrian-oriented wayfinding signage, as well as signs directing drivers to parking, the new PUDO area, and the turnaround to Western Road. Install signs showing Middlesex Drive is for westbound buses only and other vehicles are not permitted.
- Enhanced Landscaping: Add decorative plantings to enhance the masonry gateways.

Elgin Road PUDO

As Middlesex Drive becomes one-way westbound for buses only, existing PUDO loops along that portion of the street will not be accessible to private vehicles and a new PUDO zone will be needed in the fully accessible portion of Elgin Road to accommodate that demand and to help drivers turn around and return to Western Road. Two potential configurations are being considered near the Siebens-Drake Research Institute, with convenient access to Western Road:

- **Option 1 – Front Loop:** Drivers would enter at the Western Road and Elgin Road signal and turn into a one-way westbound loop on the north side of Elgin Road in front of Siebens-Drake, with driveways aligned to the existing service lane and parking lot entrance on the south side. The loop will include short-term spaces for approximately six vehicles to wait. Drivers would exit using the same signal. The design would also include a prominent crosswalk for pedestrians and a potential raised intersection to encourage slower driving.
- **Option 2 – West Side Pull Through:** An alternative design locates the PUDO area on the west side of the Siebens-Drake building. In this version, drivers would enter at the intersection of Wellington Drive and Western Road, turn south into a one-way, southbound PUDO area, and turn right at Elgin Road to exit back to Western Road. This design would accommodate short-term spaces for approximately eight vehicles. Because Western Road may be widened by the City of London in the future to accommodate dedicated BRT lanes, this design keeps the PUDO as far to the east as possible to maintain the necessary right-of-way.

Figure 74. *Conceptual Sketch of New PUDO/Turnaround at the Siebens-Drake Research Institute – Option 1 – Front Loop*

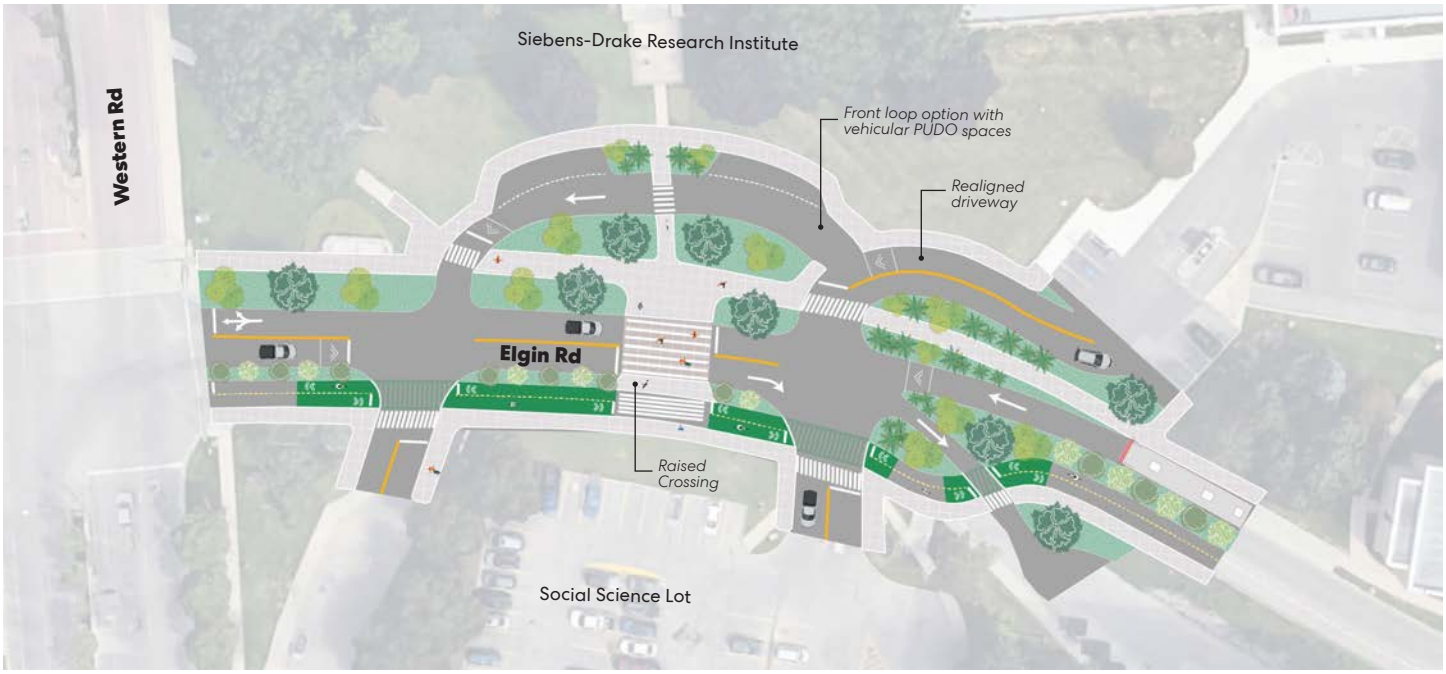
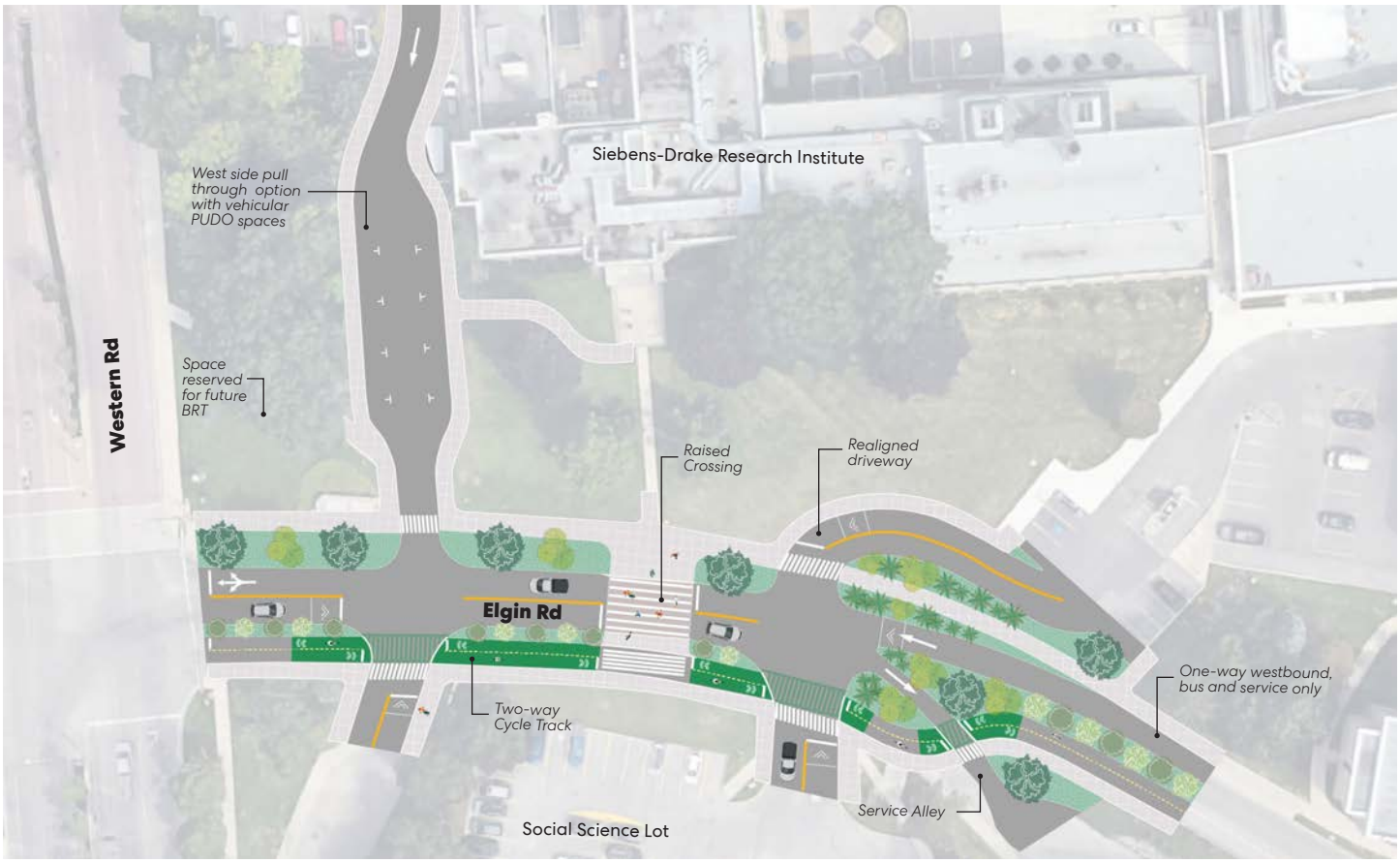


Figure 75. *Conceptual Sketch of New PUDO/Turnaround at the Siebens-Drake Research Institute – Option 2 – West Side Pull Through*



Lambton Drive/Alumni Circle

Lambton Drive/Alumni Circle is the primary east-west route through the south end of main campus. It intersects with Oxford Drive—the north-south pedestrian and bicycle spine—at the Alumni Circle roundabout, where they must cross multiple legs of a roundabout. LTC buses also pick up and drop off passengers at the roundabout, in some cases obstructing the view of pedestrians at crosswalks.

Proposed changes to Lambton Drive/Alumni Circle aim to highly prioritize pedestrians and cyclists on Oxford Drive as they cross Lambton Drive, continue to allow buses to serve the center of campus, create a continuous east-west bicycle facility, and minimize private vehicles traveling through this part of campus:

- Redesign Alumni Circle, removing the roundabout to prioritize pedestrian and bicyclist crossings at Oxford Drive, shorten crossing distances, and eliminate sight line conflicts with buses parked next to crosswalks.
- Extend the landscaped median east toward Thames Hall.
- Add a bi-directional cycle track on the north side of Lambton Drive from Western Road to Huron Drive.
- Limit access east of Thames Hall to become one-way eastbound for buses only to discourage vehicular through traffic in the center of campus.
- Create a new turnaround at Thames Hall for all private vehicles to return to Western Road. Only buses may continue east beyond this point. The turnaround must accommodate bus turning movements, as some LTC buses turn around at Alumni Hall and return west toward Western Road.
- Consider repaving the limited access portion of Lambton Drive using concrete to distinguish it from full access streets.

From Huron Drive to University Drive, the design will change to:

- Transition to directional bicycle lanes on both sides of the street, with vertical separation to protect cyclists on the southeast side of the street.
- Remove the sidewalk on the southeast side of Lambton Drive from Huron Drive to Talbot College to encourage pedestrians to walk on the northwest side.
- Add a new mid-block crosswalk at Talbot College and the University Tennis Centre.
- Add tactile warning strips where missing at curb ramps and add high-visibility crosswalk striping at all driveways.

Lambton Drive PUDO

The PUDO area on Lambton Drive near Western Road will be extended to create additional space for passenger and delivery pick-up and drop-off for drivers coming from Western Road.

Lambton Drive Bus Stop

Buses will continue to pick up and drop off passengers on Lambton Drive near Alumni Hall. A new pull-off area will provide space for up to three buses to stage. A new covered bus shelter is recommended east of Alumni Hall.

Lambton Drive Gateway

The gateway at Lambton Drive is a recognizable front door into the main campus from Western Road. The combination of archways, scale, colour, landscaping and lighting, provide a distinguished sense of entry into the campus, a model for other campus gateways. This entrance provides a clear delineation of vehicular and pedestrian routing through existing paving and surfacing treatments for crosswalks and walkways.

Figure 76. *Cross Section showing Lambton Drive at Western Road (Facing East) – Proposed*

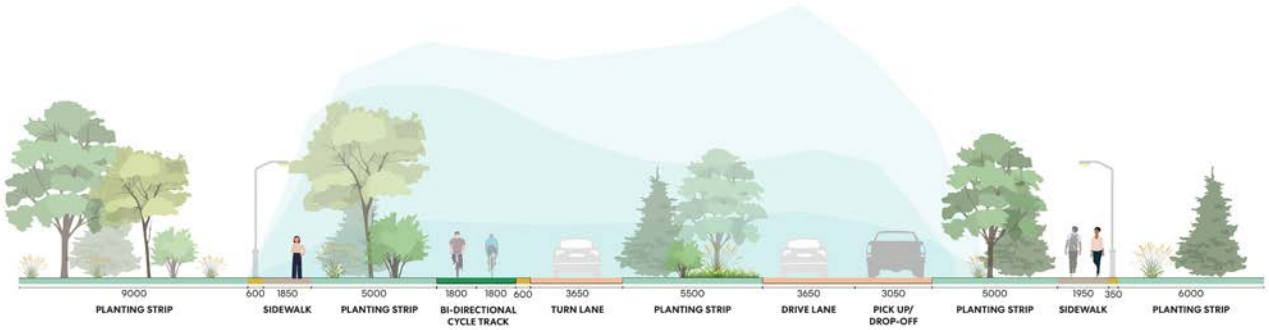


Figure 77. *Cross Section showing Lambton Drive at FIMS Nursing Building (Facing East) – Proposed*

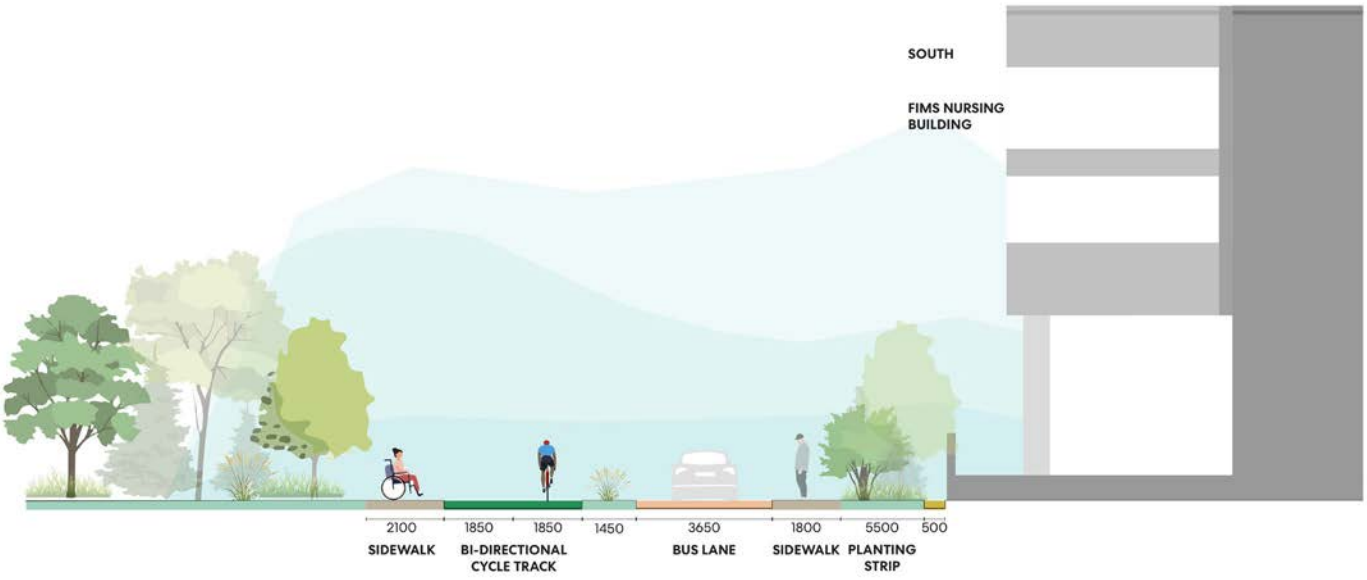


Figure 78. *Cross Section showing Lambton Drive at Talbot College (Facing North) – Proposed*

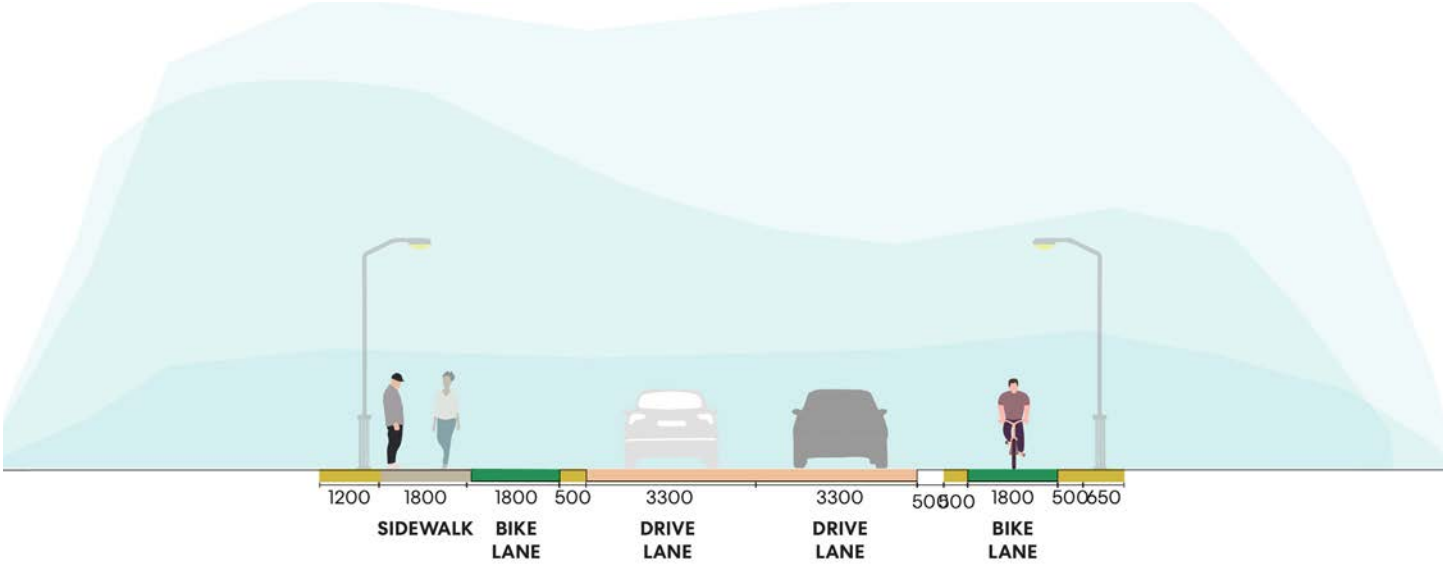
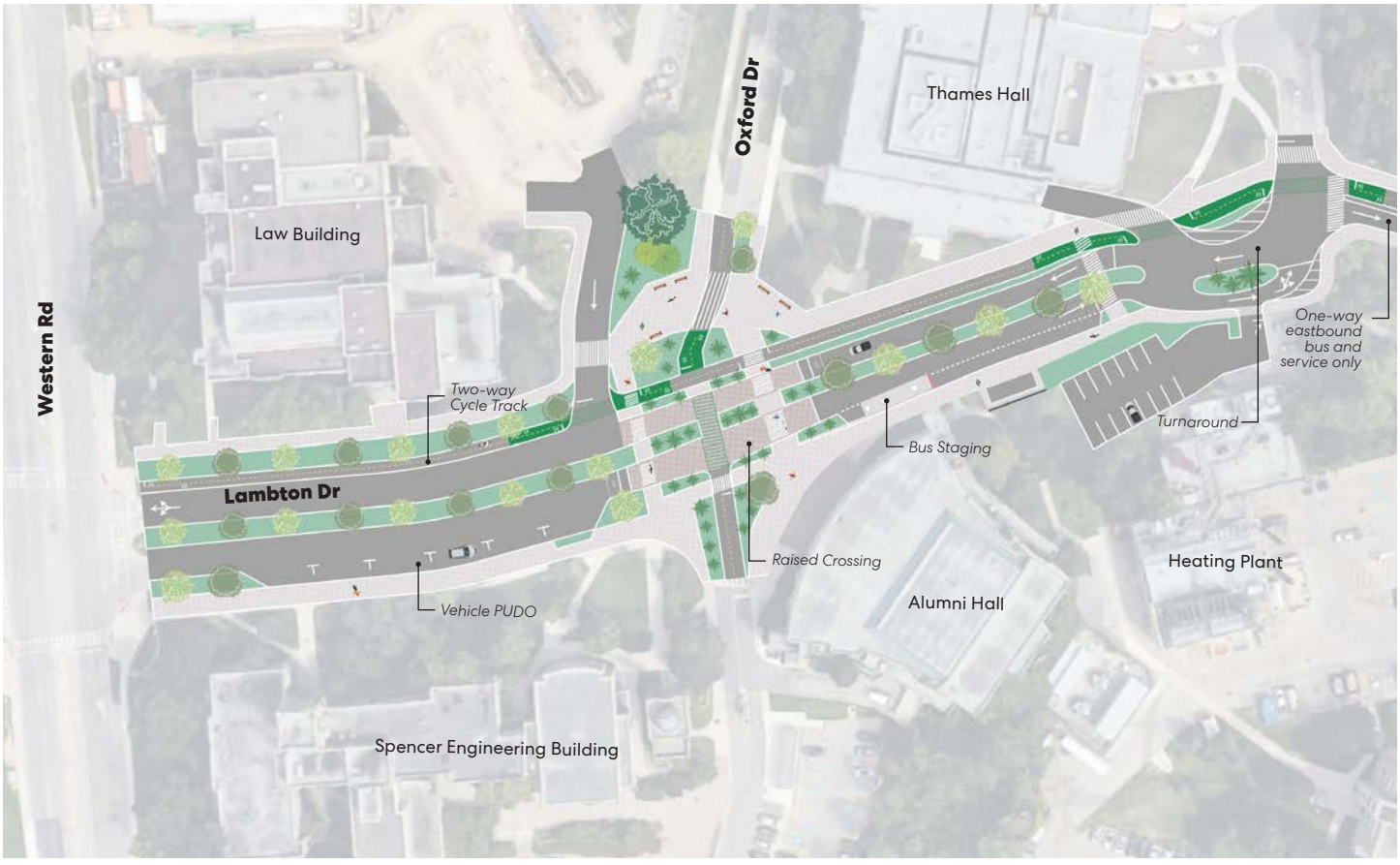


Figure 79. *Conceptual Sketch of Lambton Drive at Oxford Drive*



Kent Walk

Western University transformed Kent Drive into Kent Walk, a pedestrian promenade in front of University College from the Physics and Astronomy Building to the International and Graduate Affairs Building. The new design elevates the aesthetic of one of the university's most iconic destinations and prioritizes a safe, comfortable experience for pedestrians and bicyclists. It features a plaza with interlocking pavers, natural stone retaining walls, upgraded landscaping, pedestrian-scale and ambient lighting, and benches throughout, creating an inviting overlook to take in the beauty of University Hill. Today, it serves as a point of pride for the campus and a model design for future pedestrian- and bicycle-only spaces, like Oxford Drive.

To achieve this condition, an asphalt roadway and small surface parking lot were removed, and private vehicles are no longer permitted. Service vehicles may use Kent Walk as needed, and the space was designed to accommodate their weight.

The promenade experience was further extended to Kent Walk North, the east-west connection between Oxford Drive and Middlesex Drive south of the Physics and Astronomy Building. This section features a similar plaza design, along with Western's first rain garden, which uses native, low-maintenance plantings as a filtration system for rain and snow runoff.

University Hill Pathways

Western recently upgraded a series of pathways to improve the pedestrian experience through University Hill from Lambton Drive to Kent Walk and along the Music Building from University Hill to Huron Drive. The project resurfaced walkways, modified grading to improve accessibility, and enhanced the environment with additional seating, landscaping, and a rain garden. The new design offers a safer, more attractive pedestrian route from Huron Drive to University Hill, separate from vehicular traffic. This continuous route allows pedestrians to avoid walking along the bend in Lambton Drive.

Figure 80. Left to Right: 1) New pedestrian pathways at University Hill, 2) Kent Walk at University College Tower

Oxford Drive

Oxford Drive is the primary north-south pedestrian and bicycle route through East Campus. Today, it is closed to vehicular traffic, except for service access, providing a comfortable place to walk and bike. It largely retains its original design as standard street with separate sidewalks and asphalt lanes, which are now divided by a concrete curb into a walking lane and a two-way cycle track. The existing cycle track is too narrow to safely accommodate bidirectional bicycle travel and a wider operating area is needed for cyclists. Metal gates are used to prohibit vehicles from entering Oxford Drive, which effectively limit their access but disrupt the campus aesthetic.

Figure 81. Custom granite pavers mark pedestrian and bicycle areas on Atlantic Drive at Georgia Tech, a core street converted to pedestrian and bicycle only use (Source: Nelson Nygaard)

Oxford Drive North Renewal

The northern part of Oxford Drive from Middlesex Drive to Alumni Circle will be redesigned to enhance pedestrian and bicyclist comfort and to upgrade aesthetics of this signature space. Recent upgrades to Kent Walk serve as a model for the future design of Oxford Drive, using stone pavers, pedestrian-scale lighting, and seating areas to create an inviting pedestrian promenade.

- The existing roadway will be elevated to create a flush condition.
- Paving depths should be suitable to accommodate periodic use by service and emergency vehicles.
- Space for pedestrians and bicyclists will be delineated using different paving materials.
- Masonry pillars and lit bollards can be used to define the entrance to Oxford Drive and prevent vehicles from entering the space.
- The new design should prioritize preservation of existing trees in good condition. Additional tree plantings should be extended further south toward Lambton Drive, ensuring sufficient soil volumes to avoid root zone compaction.
- Buildings with entrances oriented to Oxford Drive should have direct, well-lit pathways to the main walkway.
- Amenities like benches, waste receptacles, and bicycle racks should be provided at regular intervals.
- In addition to standard pedestrian-scale lighting, additional light sources like uplighting on landscaping and buildings, lit bollards, or lit art installations should be used to create a warm ambiance at night.

The crossing at Oxford Drive and Lambton Drive/Alumni Circle will be redesigned as part of the Lambton Drive project, removing the roundabout, extending Oxford Drive, and extending the median to provide shorter, more direct connections for people walking and biking on this central route. The new design creates space for a plaza at near the intersection, with room for seating, landscaping, wayfinding signage, and a landmark art installation.

Oxford Drive South Extension

Today, Oxford Drive South largely serves a back of house function, providing access to service entrances for adjacent buildings and several small parking lots. It has a sidewalk with shade trees on the west side, connecting pedestrians to the Spencer Engineering Building, the Cronyn Observatory, the Claudette MacKay-Lassonde Pavilion, the Thompson Engineering Building, and the Western Student Recreation Centre on the south end. This street is at a higher elevation than the South Valley Parking Lot to the east, connected by staircases at the midpoint and on the south end.

The new Engineering Building is being constructed in place of the surface parking lot south of Alumni Hall. It will feature an accessible pedestrian connection through the building with elevator access to the South Valley Parking Lot below. The Campus Development Strategy identifies the South Valley Parking Lot as a development expansion area for Main Campus.

As the South Valley area is developed, the nature of Oxford Drive South will shift. The pedestrian promenade experience on Oxford Drive North will be extended south through this area, permitting only pedestrians and cyclists, with limited access for service vehicles. The material selection, landscape palette, and design principles for the Oxford Drive North renewal should continue through this section for a cohesive experience.

The remaining parking spaces along Oxford Drive South will be removed, creating space for a plaza with shade trees and seating. The secure bicycle parking facility has been relocated from the Alumni/Thompson parking lot to allow for construction of the New Engineering Building. It has been permanently relocated at the south end of Oxford Drive South, adjacent to the Western Student Recreation Centre.

Figure 82. Custom granite pavers mark pedestrian and bicycle areas on Atlantic Drive at Georgia Tech, a core street converted to pedestrian and bicycle only use (Source: Nelson Nygaard)

Access to the roundabout and PUDO area for the Western Student Recreation Centre is currently provided via Oxford Drive South by way of Lambton Drive. To retain this functionality for the centre—particularly for athletes dropping off equipment—this roundabout will remain; however, the access point will need to shift when Oxford Drive South is redesigned. A new driveway should connect the existing surface parking lot west of the roundabout to Western Road, likely as a right-in, right-out design.

Philip Aziz Avenue/Huron Drive

Philip Aziz Avenue

The City-owned Philip Aziz Avenue is the southernmost east-west street on east campus, bending north into Huron Drive, which is a Western street. Today, the topography creates a pinch point near the Student Recreation Centre, where it is too narrow to fit sidewalks or bicycle lanes. This limits connections between the residence halls to the southwest to academic buildings and recreation facilities to the north.

The City of London is currently redesigning the intersection of Western Road and Philip Aziz Avenue to Huron Drive. Construction will take place in 2026. The new design includes:

- Retaining walls to widen the narrowest portion of Philip Aziz Avenue
- Continuous sidewalks
- Pedestrian-scale lighting
- Directional, sidewalk-level cycle tracks, which will continue west on Sarnia Road
- Traffic signal updates with a leading pedestrian interval, lagging left turn phases, and no right turns on red

Huron Drive

The City's project does not include Huron Drive as it turns north toward Lambton Drive by the South Valley parking lot. Flexibility to widen Huron Drive in this area constrained by the practice fields on the east side, which cannot be narrower than the existing field lighting poles. Proposed changes in this area include:

- Assess pedestrian travel patterns and consider installing new mid-block crossings:
    - At the Arthur and Sonia Labatt Health Sciences Building, connecting the new pathway from Oxford Drive through the new Engineering Building across Huron Drive to the Practice Fields.
    - Near the Western Student Recreation Centre Driveway, where a pedestrian path toward Oxford Drive is planned. Ensure placement considers sight lines around the curve to the south.
- As the South Valley parking lot is developed on the west side of Huron Drive, modify the curb to include space for:
    - Directional bicycle lanes on both sides of the street, preferably at sidewalk level to match the new design for Philip Aziz Avenue;
    - A wider sidewalk (3m) on the west side of Huron Drive;
    - Street trees and additional landscaping; and
    - A potential new PUDO zone on the west side of the street.

As an alternative to bicycle lanes on Huron Drive, an off-street path could be constructed parallel to the street and the Thames River on the east side of the practice fields.

Figure 83. *Cross Section showing Philip Aziz Avenue at Western Road (Facing East) – Proposed*

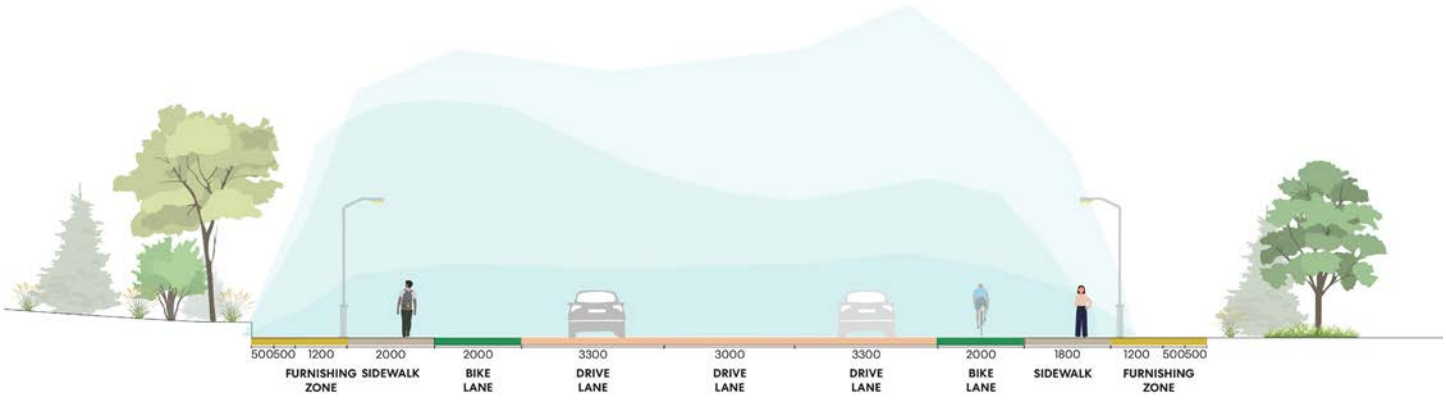
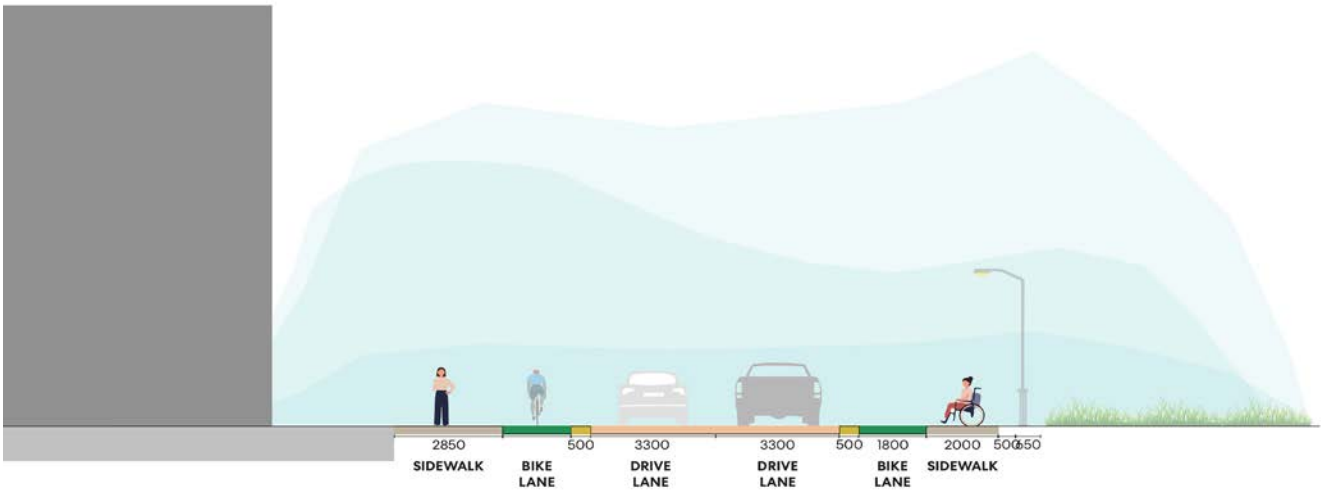


Figure 84. *Cross Section showing Huron Drive at South Valley Parking lot - Proposed*



Fieldhouse Parking Structure and PUDO

A new fieldhouse and parking structure is being designed to replace the surface parking lot at Huron Flats next to the Western Alumni Stadium.

The new parking structure will include a pedestrian bridge to the Western Student Recreation Centre, providing a more direct, level connection from the new parking spaces to the instructional core.

The site design should include a PUDO area next to Philip Aziz Avenue, including space that can accommodate school buses picking up and dropping off students for camps in this location.

Philip Aziz Avenue Gateway

This campus entrance is framed by an existing masonry pier and digital signboard welcoming pedestrians to the campus, with concrete walkways extending towards the southwest entrance of the Thompson Arena and Western Student Recreation Centre. Recommendations to enhance this gateway include:

- **Consistent Materials and Fixtures:** Although the westernmost part of Philip Aziz Avenue is a city street, it serves as a functional gateway to campus. Western should work with the City as it finalizes the street design to ensure its materials and fixtures align with campus street design standards, such as the use of decorative streetlights with pedestrian-scale fixtures, signaling arrival to campus.
- **Pedestrian Gateway:** Create a pedestrian gateway framing the new sidewalks on Philip Aziz Avenue at Western Road and the sidewalk to Elborn College at Sarnia Road and Western Road. Incorporate similar materials, colour, form and landscaping provided at the Lambton Drive entrance off Western Road for visual connectivity between all gateways locations
- **Wayfinding:** Install pedestrian-oriented wayfinding signage, as well as signs directing drivers to the new fieldhouse and parking structure at Huron Flats.
- **Enhanced Landscaping:** Add decorative plantings to enhance the masonry gateways.

Figure 85. Philip Aziz Avenue at Western Road Gateway today

Perth Drive

Perth Drive runs north-south along the eastern side of main campus, parallel to the Thames River from Windermere Road to University Drive, continuing on as Lambton Drive/Huron Drive/Philip Aziz Avenue to form a loop around campus. It provides access to the University Hospital, academic buildings, and parking lots. Today, it is a two-lane road with shared lane markings, center turn lanes in key locations, and sidewalks on both sides of the street.

The Campus Development Strategy recommends a new parking structure on the south end of the Chemistry Parking Lot. It will provide approximately 215 spaces along the perimeter of the campus.

Perth Drive Typical Sections

While some areas have ample space to add features like bicycle lanes or wider sidewalks, existing buildings create pinch points in some locations, limiting options for adding continuous bicycle facilities along Perth Drive.

In the near term, the existing condition is proposed to be retained while the university focuses on priority improvements in other parts of campus. In the long term, a dedicated bicycle facility is desired to build out the campus network and connect to Windermere Road. Due to building placement constraints, a two-way cycle track is recommended on the west side of Perth Drive from University Drive to Dental Circle. A limited number of parking spaces must be removed to accommodate the facility.

Figure 86. Cross Section showing Perth Drive at University Drive (Facing North) – Proposed – Near Term

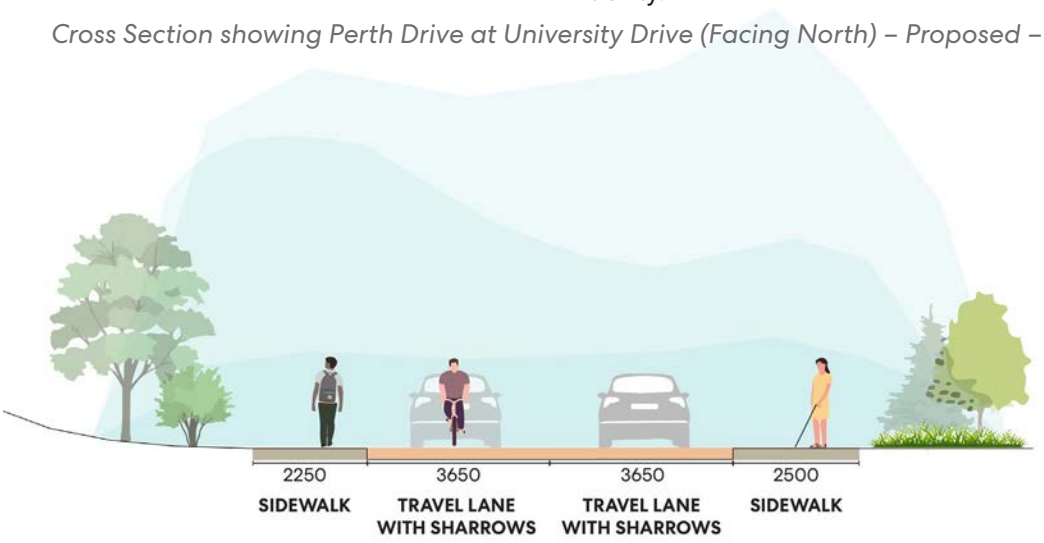
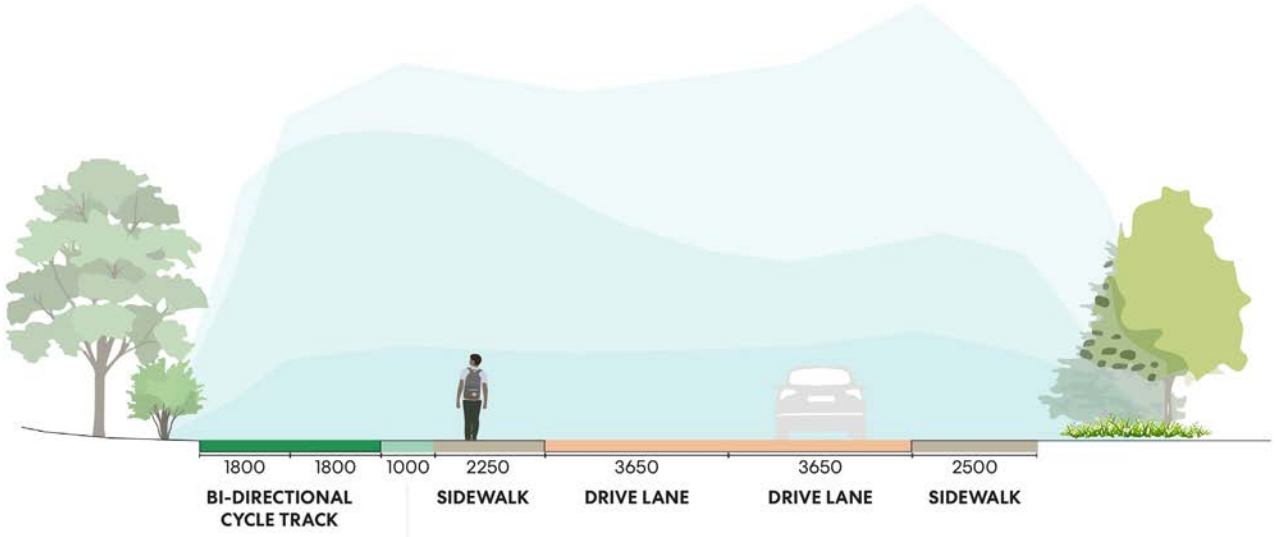


Figure 87. Cross Section showing Perth Drive at University Drive (Facing North) – Proposed – Long Term



From Dental Circle north to Windermere Road, the bi-directional cycle track will have to transition to shared lane markings due to street width constraints from existing structures.

Additional minor improvements include:

- Consider installing raised medians rather than striped medians to encourage slower driving
- Upgrade all crosswalks to high-visibility markings
- Install tactile warning strips where missing at curb ramps to crosswalks
- Install a median refuge at the crosswalk by the southern entrance to the Perth Drive Complex
- Extend shared lane markings north toward Windermere Road, centering them in the lanes
- Observe pedestrian travel patterns and consider installing a mid-block crosswalk between the bus stop at Delaware Hall and the staircase on the west side of Perth Drive.
- When the historic bridge becomes pedestrian- and bicycle-only, remove the southbound left turn lane on Perth Drive at University Drive and install a pedestrian refuge or curb extensions to shorten the crossing distance
- Consider installing pedestrian-scale lighting on the north end of Perth Drive
- Add shelters at bus stops

Perth Drive Gateway

Perth Drive at Windermere Road is the northeast gateway to campus and the primary access point for University Hospital. Today, there is a monument sign for the hospital with direction to the emergency room, but none of the standard Western University gateway features are present.

Additional gateway features could either be located at Windermere Road or further south on Perth Drive at the edge of Western's property, just south of the Perth Drive Complex garage. Coordination with University Hospital is needed.

Recommendations to enhance this gateway include:

- **Pedestrian Gateway:** Create a pedestrian gateway with masonry pillars framing the sidewalks on Perth Drive at Windermere Road. Incorporate standard materials, colour, form, and landscaping.
- **Western University Monument Sign:** Install a monument sign with a low masonry wall at the campus entrance, including surrounding landscaping and uplighting to enhance nighttime visibility.
- **Wayfinding:** Install pedestrian-oriented wayfinding signage, as well as signs directing drivers to parking facilities, particularly visitor parking for the hospital.

University Drive

University Drive connects Western's main campus to residence halls and neighborhoods the east. It is the only campus street that crosses the Thames River, connecting to Richmond Street.

University Drive Bridge Typical Sections

The existing bridge over the Thames River was built in the 1920s and continues to serve pedestrians, cyclists, and vehicles. The viewshed from this historic bridge heading west into campus strategically frames a signature view of the Middlesex County Memorial Tower at University College.

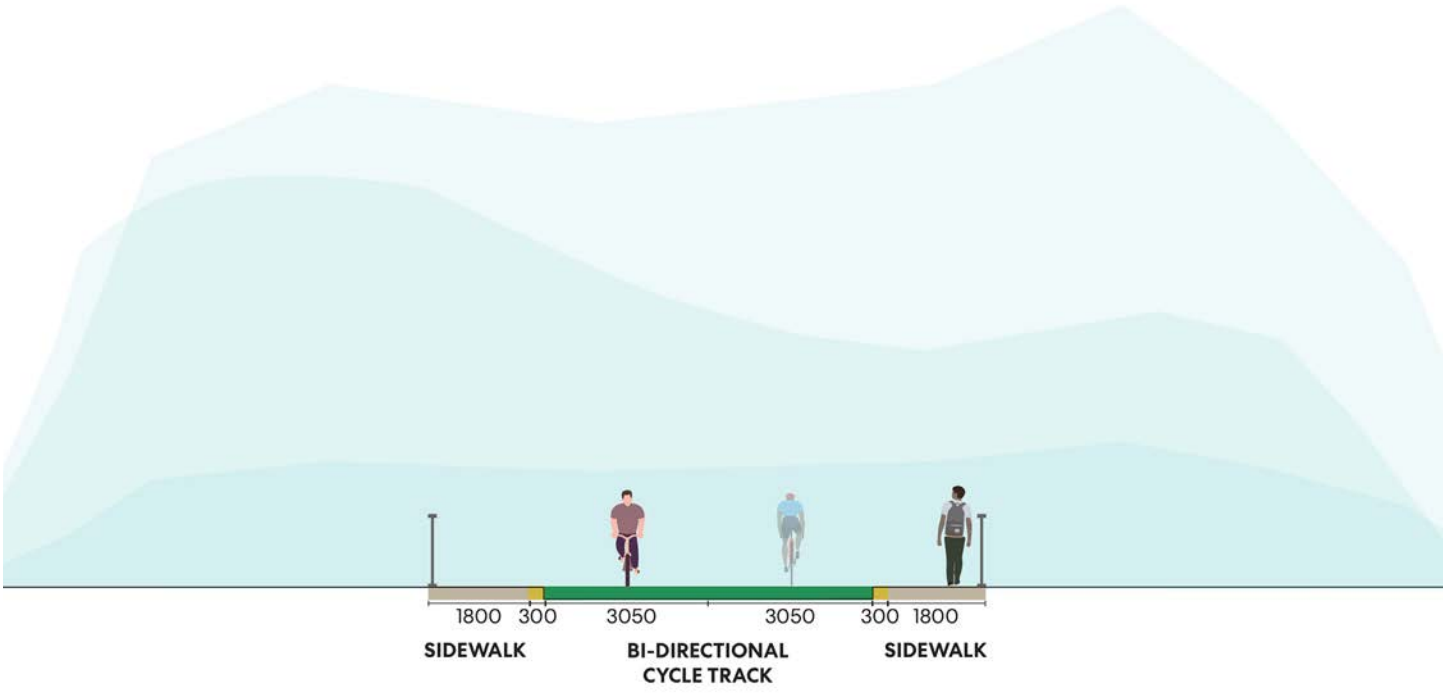
To accommodate modern needs while respecting the character of the 100-year-old bridge, the university is adopting a conserve and twin approach. Per the Environmental Assessment (EA), the historic bridge will be retained for pedestrians and cyclists and a new bridge will be constructed for vehicles.

In the immediate term, the raised sidewalks on both sides of the bridge will be used as Thames River overlooks. Half of the street-level portion of the bridge will be used as a sidewalk (2.5 m) and the other half will be marked as a two-way cycle track (3 m).

The historic bridge should be studied to assess if it can handle the weight of additional concrete and other materials. If it can, the design should be modified in the future to:

- Remove the barrier along the edge of the sidewalks
- Widen the sidewalk on the north side of the bridge for a more generous pedestrian walkway and space to add benches overlooking the Thames River
- Retain a standard width two-way cycle track
- Consider adding uplighting along the historic railing
- Add bollards and signage on both ends of the pedestrian- and bicyclist-only section to prevent vehicles from driving on the bridge

Figure 88. Cross Section showing University Drive Bridge (Facing East) - Proposed (Near-Term)



ONGOING PROJECT SPOTLIGHT

University Drive Bridge Environmental Assessment (EA)

An EA Study is being completed to develop a bridge management plan for the University Drive Bridge across the North Thames River The existing bridge is nearing the end of its service life as a vehicular bridge and has insufficient width to suitably accommodate the number of vehicles, pedestrians and cyclists. The EA has considered a range of improvement alternatives to address the University's transportation requirements.

This study considers how to provide a structure that can address the active and vehicular transportation requirements of a growing campus to maintain access from both sides of the river, while respecting the 100-year-old landmark character of the bridge framing the view that is synonymous with Western University. Existing Conditions have been defined to establish a baseline of existing conditions:

- Transportation demand – All modes;
- Natural Environment – Aquatic and Terrestrial - environmental surveys;
- Archaeology – Phase 1 and future Phase 2 and marine assessments;
- Infrastructure – Private and public utilities; and
- Regulatory agencies have been contacted and will review the Study recommendations.

The EA requires that all reasonable and feasible Planning Solutions be identified and evaluated. Alternative planning solutions carried forward for further evaluation included two options for a new bridge on the alignment of the existing bridge, and a conserve and twin option with a new bridge for vehicular traffic.

The conserve and twin alternative is recommended. It exhibits the best transportation characteristics and minimizes the impacts to the natural, cultural and social environments, land use and property. It also avoids impacts to infrastructure and a species at risk species found at the existing bridge's northwest abutment.

Conservation of the existing structure and construction of a new bridge on an adjacent alignment will:

- Safely accommodate active transportation with separated space for each mode of travel, leading to Western's future Welcome Plaza.
- Create an opportunity for gathering and engaging with the river.
- Maintain a gateway into campus and compliment the view to the University College Tower.
- Follow conservation best practices for the existing bridge.

The bridge design is consistent with the CDS.

Rendering of the proposed University Drive bridge twinning, with the new vehicular bridge in the background and the historic bridge serving pedestrians and bicyclists in the foreground

Wayfinding signage highlighting a hidden greenway at UNC Charlotte (Source: Nelson Nygaard)

University Drive from the Bridge to Richmond Street

East of the bridge, University Drive has one travel lane in each direction; unbuffered, directional bicycle lanes; space for vehicular and bus pick-up and drop-off; and sidewalks set back from the street with generous tree cover. The design serves the existing needs and is proposed to remain largely as-is during this planning period.

As part of the University Drive Bridge project, the intersections of University Drive with Sunset Street and the Medway Parking Lot driveway will be aligned and the intersection will be raised to indicated pedestrian and cyclist priority.

On the west end of the bridge, the intersection of University Drive, Perth Drive, Lambton Drive, and Middlesex Drive will also become a raised intersection, connecting the pedestrian and bicycle bridge to the cycle track on Middlesex Drive.

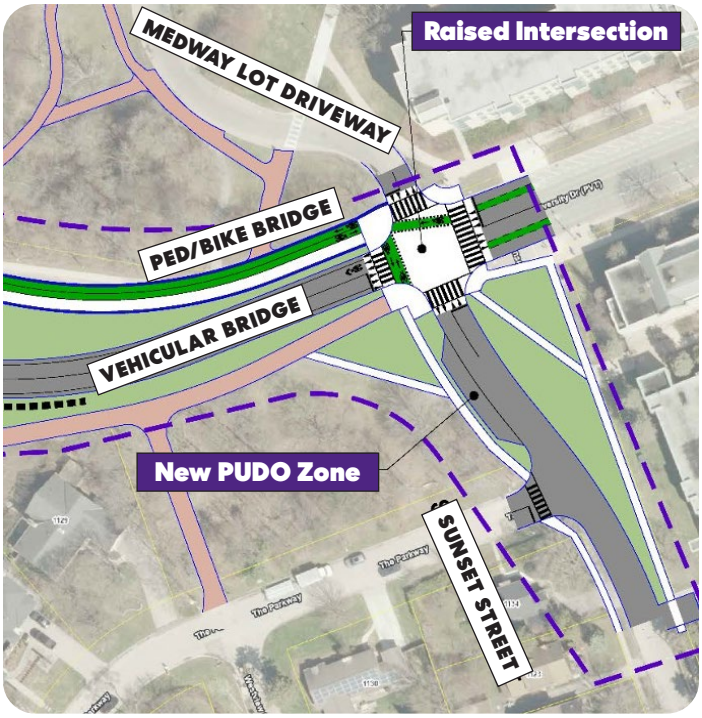
In the future, additional minor changes to improve multimodal safety and comfort on the east end of University Drive include:

- Install entrance signage with wayfinding where the Thames Valley Parkway trail connects to University Drive at the bridge, highlighting access to the citywide trail system
- Add shelters at bus stops
- Add green conflict marking where bicycle lanes pass through driveways
- Install accessible curb ramps where missing, such as at one leg of the Sunset Street crosswalk
- Observe typical pedestrian crossing locations and install one or two mid-block crossings between residence halls, including curb extensions to define the crossings and shorten pedestrian crossing distances

University Drive PUDO

As the eastern access to campus, University Drive is a prime opportunity for passengers to be picked up or dropped off and switch to walking as they enter the campus core. Upgrading the existing PUDO areas and adding new ones will help make this a more functional and attractive place for this activity.

- ***Upgrading Existing PUDO:*** The existing PUDO areas along University Drive serve private vehicles and buses, and they support moving day activities for the adjacent resident halls. They should be retained. Proposed upgrades include:
  - Seating should be provided to improve the passenger waiting experience.
  - Additional wayfinding signage should be provided to help delivery drivers more easily find nearby destinations and connect with their customers (see General Recommendations section).
- ***New PUDO at Sunset Street:*** When the University Drive bridge is twinned, the intersection of Sunset Street and University Drive will shift slightly to the west, creating a safer, standardized intersection with the Medway Parking Lot driveway. This shift creates space to add a new PUDO zone on Sunset Street just south of University Drive, as shown in the drawing at right.



Draft concept for the University Drive Bridge project (May 2026) shows an opportunity for new PUDO spaces on the west side of Sunset Street

University Drive Gateway

The University Drive gateway at Richmond Street creates a defined sense of entry to Western's campus from the east. This entrance already features many of the standard campus gateway features, including masonry pedestrian gateway pillars, a low stone wall, and a monument sign. Proposed improvements include:

- **Enhanced Landscaping:** Plant additional landscaping at the gateway pillars, mirroring the planting palette and treatment at the Lambton Drive gateway.
- **Gateway Lighting:** Install uplighting to highlight the gateway features and sign at night.

Western Road

Western Road is a city street, managed by the City of London. The City's Mobility Master Plan recommends classifying Western Road as a Rapid Transit Corridor with dedicated bus lanes. Implementation is planned within the next 10 years, but exact implementation timing has not yet been determined.

Near-Term Upgrades

The City is planning interim improvements for pedestrians and cyclists in 2026, prior to the Rapid Transit project. This project will include a two-way bicycle path on the east side of Western Road from Platts Lane to Burnlea Walk, as well as an extension of the southbound right turn lane at Sarnia Road. North of Burnlea Walk, the two-way cycle track will transition to directional bicycle lanes on either side of Western Road. The same project will include sanitary water infrastructure upgrades and improvements to the intersection with Philip Aziz Avenue and along Philip Aziz Avenue and Sarnia Road (see page 103). At the intersection, it will include a no-right-on-red sign and a leading pedestrian interval (LPI) to give pedestrians a head start before vehicles begin moving.

In addition to this planned City project, other interventions can improve the pedestrian experience on Western Road in the near term, north of the project terminus at Burnlea Walk. These relatively low-cost treatments would not preclude a future BRT design and are a modest expenses prior to a more significant street redesign project. Potential upgrades could include:

- Refresh existing crosswalks with high-visibility markings and upgrade crosswalks to high-visibility markings where needed, such as at the Elgin Road intersection.
- Install tactile warning strips at curb ramps where they are missing, such as on the south side of the Wellington Drive intersection.
- Consider extending the center median at crosswalks to provide a more defined pedestrian refuge.
- Assess signal timing at all intersections and install LPIs where possible.
- Add green conflict striping where bicycle lanes cross intersections, driveways, and bus pull-offs.
- Add transition signage and shared lane markings where the existing bicycle lanes end next to the Springett Parking Lot and cyclists must suddenly merge with vehicles.

These changes would need to be implemented in partnership with the City of London, which controls Western Road.

Future Bus Rapid Transit

In the long term, the City of London and LTC plan to provide bus rapid transit (BRT) service on Western Road. This project would include infrastructure to prioritize transit along the corridor, such as dedicated bus lanes, and transit signal priority to help buses move faster through intersections. A detailed street design to support the BRT has not yet been developed and will be led by the City of London. To accommodate dedicated bus lanes, the design would need to either repurpose a vehicle lane in each direction or widen Western Road with an additional lane on each side. The design may have curbside bus lanes or center-running bus lanes, depending on the selected design for the broader BRT corridor.

As plans for the BRT and associated infrastructure move forward, Western University will be an active stakeholder in the design process, advocating for the City of London to select an approach that maximizes safety, comfort, and access for the campus community. Key advocacy goals for the future design of Western Road include:

- The current sidewalks along much of Western Road are on the back of the curb, with no separation from high-speed vehicular traffic. To improve pedestrian safety and comfort, the future design should set sidewalks back from the roadway, separated by a landscaped buffer.
- Street trees should be provided along the sidewalks to provide shade in the warmer months, with adequate soil areas for root zone development.
- Provide pedestrian-scale lighting along the corridor.

- This area does not have an alternative, continuous north-south street for cyclists to use. The future design should include continuous, protected bicycle facilities along Western Road. Because of the volume and speed of vehicular traffic, these should be separated from the roadway by a landscaped buffer, rather than the painted, unbuffered bicycle lanes present today. These may be raised bicycle lanes next to the sidewalk with a shared buffer from the roadway.
- Provide pedestrian refuge medians wherever possible to reduce pedestrian crossing distances.

Pedestrian Tunnel

Burnlea Walk and the pedestrian tunnel under Western Road connect the Springett Parking Lot on West Campus to the University Community Centre area on main Campus. An at-grade crossing is also available at the intersection of Western Road and the Huron University College Entry. As a primary entrance point for people who park on West Campus, this tunnel is an opportunity to provide a greater sense of arrival and reinforce the campus character. As West Campus continues to develop, more students, staff, and visitors will be moving between Main and West Campus and the importance of this crossing will grow. Potential ways to upgrade the pedestrian tunnel, in collaboraion with Huron University College, include:

- Install wayfinding signage at the northeast corner of the Springett Parking Lot directing drivers toward the pedestrian tunnel.
- Install wayfinding signage on the east side of the tunnel directing pedestrians toward the Springett Parking Lot, West Campus, and Huron College University.
- Consider cladding the tunnel with a masonry façade consistent with other campus gateway features, as well as installing uplighting to bring warmth to the tunnel and improve the user experience.
- Consider installing branded university signage over the tunnel entrances to reinforce campus identity.
- Upgrade the landscape treatment on the west side of the tunnel to match the new plantings on the east side.

Southern Gateway

The southern entrance to the Western University along Western Road is currently undefined, with an opportunity distinguish a greater sense of arrival on campus. Gateway features can be installed on either side of Western Road near the entrance to Perth Hall, where campus building begin to appear on both sides of Western Road. This new gateway would require partnership from the City of London, which controls Western Road, or set back from the street on university property. Proposed improvements include:

- **Pedestrian Gateway:** Create a pedestrian gateway with masonry pillars framing the sidewalks on Western Road. Incorporate standard materials, colour, form, and landscaping. Depending on cooperation with the City of London, these pillars may only be feasible on the back side of the sidewalk on Western University property. Future street widening should also be considered when placing these gateway elements.
- **Western University Monument Sign:** Install a monument sign with a low masonry wall, including surrounding landscaping and uplighting to enhance nighttime visibility. Placement of all gateway features should consider the future right-of-way needs for the proposed BRT on Western Road to avoid constructing gateway elements in areas that will likely be used for street expansion.
- **Wayfinding:** Install pedestrian-oriented wayfinding signage, as well as signs directing drivers to parking facilities, particularly toward the new Huron Flats garage.

Brescia Drive

Brescia Drive is the primary east-west street on West Campus today, connecting Western Road to the former Brescia University buildings and two small parking lots. A new street will be constructed from the Springett Parking Lot to the north to Brescia Drive, providing another access point for drivers using that lot and increasing the utility of Brescia Drive. A potential parking garage for Western University is being considered west of the Springett Parking Lot.

Western University's Campus Development Strategy outlines a framework for future campus expansion on West Campus. As this framework is built out, new street connections and buildings will be introduced surrounding Brescia Drive and its prominence will rise, serving as the main pedestrian route between East and West Campus.

Brescia Drive Typical Sections

In the near term, the number of trips on Brescia Drive will remain modest, with a limited number of facilities bringing activity to West Campus. The existing two-lane street and sidewalk on the south side of Brescia Drive will likely meet the near-term needs for this facility. As a new north-south street connection from Springett Lot to Brescia Drive is made, changes to traffic patterns should be assessed and minor modifications, such as an extension of the left turn lane onto Western Road or signal timing adjustments may be warranted.

As West Campus is developed, Brescia Drive will be upgraded as the central spine connecting Main and West Campus, part of the "Hill to Hill" strategy outlined in the Campus Development Strategy. The exact design of Brescia Drive will be determined as West Campus is developed. It should have tree-lined sidewalks on both sides of the street, framing the view of Ursuline Hall. Wider sidewalks (3m) should be used on this prominent street, and bicycle facilities should be provided, such as an extension of the bi-directional cycle track on Lambton Drive. It should be designed to accommodate LTC buses, which may serve a future transit stop on West Campus.

Brescia Drive Gateway

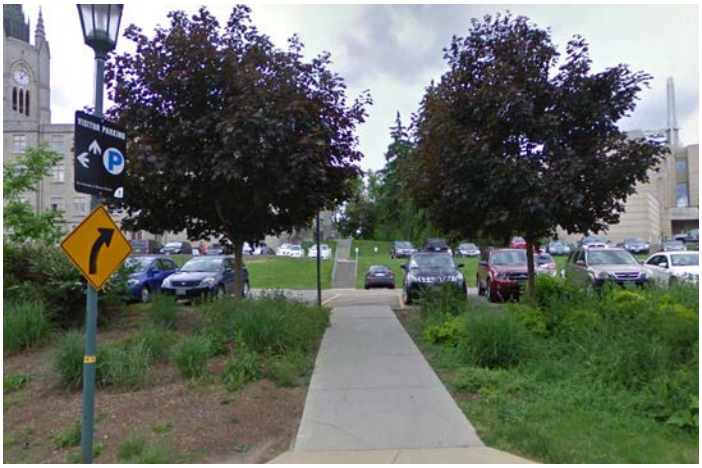
This gateway to West Campus will be upgraded to reflect the historic character of Western University and maintain continuity between East and West Campus. Recommendations to enhance this gateway include :

- **Pedestrian Gateway:** Create a pedestrian gateway with masonry pillars framing the sidewalks on Brescia Drive, mirroring the materials and style of the Lambton Drive pedestrian gateway across the street.
- **Western University Monument Sign:** Upgrade the monument sign, mirroring the one on Lambton Drive on the east side of the intersection.
- **Wayfinding:** Install pedestrian-oriented wayfinding signage, as well as signs directing drivers to the parking areas, including the potential new garage.
- **Enhanced Landscaping**: Add decorative plantings to enhance the masonry monument sign and gateways.

Additional Projects

In addition to modifications to these primary campus roadways, select projects are recommended in additional locations to support campus mobility:

- **Middlesex Parking Lot Walkway:** Upgrade the staircase and walking path from Middlesex College through Middlesex Parking Lot to Perth Drive with improvements like:
    - Add pedestrian wayfinding signs at the top and base of the stairs, including direction toward accessible routes.
    - Repaint the parking lot walkway with high-visibility markings and add stop bars for drivers to yield to pedestrians.
    - Ensure nighttime lighting levels are adequate.
    - Assess sight lines of pedestrians in crosswalks and remove adjacent parking spaces where vehicles block visibility of pedestrians, installing curb extensions to prevent drivers from parking in these locations.
- **Windermere Road at Wellington Drive Crossing:** Study pedestrian crossing activity at this intersection and meet with users of the Western Research Parks campus to better understand the need for a pedestrian crossing. As needed, work with the City of London to install a traffic signal, rectangular rapid flashing beacon (RRFB), or other treatment to make this a safe and accessible crossing.
- **Wellington Drive Sidewalks and Crosswalks:** Conduct a series of minor pedestrian improvements to improve the experience walking to and from residence halls in the northwest part of campus:
    - Fill in missing sidewalk gaps along Wellington Drive.
    - Add a crosswalk and accessible curb ramps at the intersection near the Graphic Services Building.
    - Add pedestrian-oriented wayfinding signs at the top and bottom of staircases along pedestrian pathways, including direction toward accessible routes.



Walkway and stairs through Middlesex Parking Lot

    - Assess lighting levels for the off-street, wooded pathways from Beaver Hall to the Western Road and Wellington Drive intersection, adding additional pedestrian-scale lighting as needed.
    - Evaluate sight lines approaching the crosswalk at the curve by Beaver Hall and Saugeen-Maitland Hall, shifting the crosswalk location as needed to ensure visibility of pedestrians.
    - Consider adding a marked crosswalk at the driveway to Bayfield Hall.
- **Lambton Hall Accessibility:** This residence hall is in an elevated location and both the Bayfield Parking Lot and the sidewalk on Western Road are only accessible via stairs. To improve AODA access:
    - Evaluate options for an accessible pedestrian walkway from Lambton Hall to Western Road.
    - Evaluate options for an accessible pedestrian walkway from Lambton Hall to Bayfield Parking Lot. Accessible spaces are located in the Lambton parking lot next to the building, so this is a lower priority, but still recommended to promote access between residence halls and social connections.
- **Ramsay Road Dead End:** As new streets are built out on West Campus, Western will advocate to the City of London to create a dead end on Ramsay Road west of Brescia Lane to limit the impacts to neighborhoods west of West Campus.

Parking Recommendations

Parking is an important part of the transportation system for students, faculty, staff, and visitors who drive to campus. The Parking Management Plan (included as an appendix) outlines change, for proactive management of the parking system, and ways forward to accommodate this change as well as future campus growth.

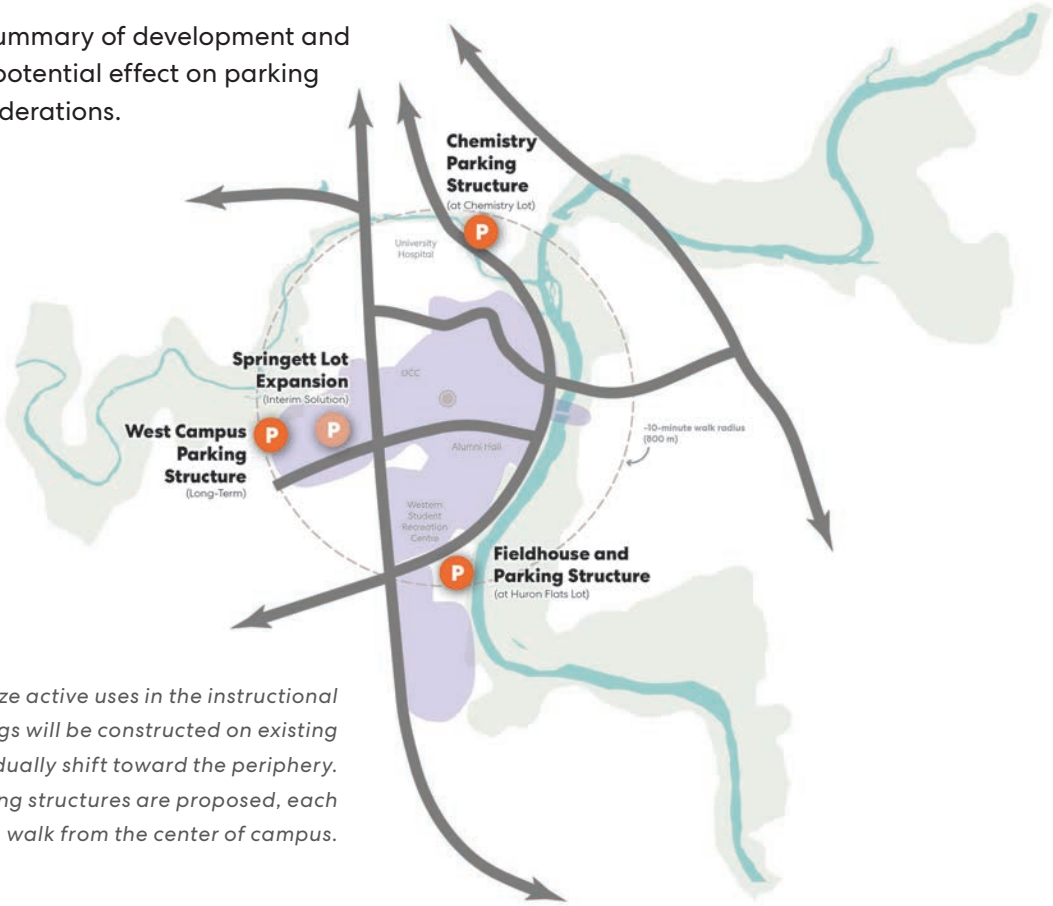
The findings strive to create a complete picture of the supply and use of parking at Western and includes the following elements:

- **Background –** A summary of current and historical campus parking operations, services and management.
- **Parking Inventory –** A review of all parking spaces affiliated with Western described by location, regulation, and operational status.
- **Parking Utilization –** Observed use of existing parking through the course of available data pre- and post-COVID-19.
- **Future Demand –** A summary of development and enrollment and their potential effect on parking system capacity considerations.
- **Recommendations –** Recommended parking management strategies and actions and Transportation Demand Management (TDM) program updates.

  These recommendations include:

  - **Operational recommendations**, such as changes to parking permits, fees, technology like license plate recognition, enforcement, communications, and staffing.
  - **Physical recommendations** for the future parking supply, such as planned removals of surface parking lots to accommodate proposed development in the instructional core, proposed new parking facilities, and signage.

Parking recommendations that physically relate to the Open Space Strategy are summarized in the following table. For more information about proposed operational strategies, refer to the appendix.



As Western continues to prioritize active uses in the instructional core, some new buildings will be constructed on existing parking lots. Parking will gradually shift toward the periphery. Three potential future parking structures are proposed, each within about a 10-minute walk from the center of campus.

Table 4 Key Parking Recommendations

Category	Recommendations
Technology	
Electronic Wayfinding Signs	• Install Dynamic Signage at the major Portals to the campus, identifying directions to key destinations and parking availability
Real-Time Parking Information	• Improve parking availability guidance technology at garages/lots and Campus Portals to identify locations for visitors, students, ADA, and/or employees • Replace static parking maps with interactive maps with filtering capabilities to depict buildings, parking facilities, and/or parking type (permit, EV charging, visitor, ADA, etc.). Display real-time parking availability data.
Facilities	
Prioritize Campus Core for Instructional Use	• As new buildings are constructed in the campus core in places like the South Valley area, parking lots will be removed. • Where physically and financially feasible, ground level or underground parking may be considered as part of select new construction projects, such as the proposed development on the Social Science Parking Lot.
Expand Parking Supply on the Periphery	• To offset surface parking spaces that will be replaced by new development, construct parking structures and/or expand lots on the periphery, as identified in the Campus Development Strategy. These will include: 1. Fieldhouse and Parking Structure on Huron Flats Lot 2. Chemistry Parking Structure 3. Interim expansion of Springett Parking Lot 4. Potential West Campus Parking Structure (Long-Term) Include recommended pedestrian projects between the new facilities and the campus core as these are constructed to ensure easy access.
Safety & Security	• Enhance the sense of safety at parking facilities with lighting upgrades, emergency call boxes or alert systems, increased security patrols, and a safety escort program.
Maintenance & Capital Improvement Program	• Capital investments are only useful to the extent they are maintained; keeping track of aging infrastructure, identifying deficiencies and scheduling and completing regular maintenance can keep facilities in proper working order, reducing long-term capital costs.

05
Implementation

This Open Space Strategy outlines Western University's vision for its future mobility network and open spaces. The changes proposed in this document will be rolled out over time, in keeping with campus priorities, available resources, strategic interdependencies between projects, and internal approvals. This section highlights key projects that will occur in the short, medium, and long-term.

Tables 5-8 provide a more detailed action plan for these key projects and additional projects needed to realize Western's vision. It is focused on projects that will occur in the short- and medium-term horizons. This action plan should be updated over time to reflect shifting priorities and conditions.

For reference, quick wins can be considered in the next 12-18 months, while short-term priorities would be within five years. Medium-term priorities are those that may require pre-design planning, or have other factors that must be addressed prior to implementation. Medium-term priorities, then, fall within the five- to nine-year timeframe. Longer term priorities will be influenced by other strategic development, and other campus priorities as they arise over time. As a result, long-term priorities reach ten years and beyond.

Priorities for mobility, parking, and open space have different timelines than the Campus Development Strategy. Scopes are typically smaller, require smaller capital outlay and have shorter durations than building development.

TIMEFRAMES

Quick Wins
< 18 months

Short-Term
<5 years

Mid-Term
5-9 years

Long-Term
10+ years

5.1 Quick Wins

Mobility

- Collect updated traffic counts for campus streets and conduct a traffic study to clarify anticipated impacts of closing portions of Middlesex Drive and Lambton Drive to through traffic. *(Completed during the course of this project.)*
- Install reduced speed limit signs at all campus gateways. *(Completed during the course of this project.)*
- Install minor safety improvements on University Drive.
- Create branded "Western University" plaques as street sign toppers.
- Install wayfinding signage at PUDO zones, marking them as such and providing a unique location name or number. Consider including QR codes linking to the mapped location for users to share with each other.
- Work with ridehailing services like Uber and Lyft to geofence pick-up and drop-off points.
- Increase snow removal on pedestrian pathways and at bus stops in the winter.

Parking

- Provide consistent, clear, and complete information on parking and mobility policies, programs, and services to employees, students, visitors, leadership, and the community at large.

Open Space

- Develop a consistent campus-wide palette of site furnishings benches, waste bins, bike racks to strengthen place identity and simplify maintenance.
- Removal of redundant walkways at northwest corner of Physics and Astronomy Building and replace with seeded meadow area.
- Improve snow clearing and winter maintenance for major open-space paths to support safe, all-season access.
- Install wayfinding signages and maps at primary trailheads of existing trails and green corridors to orient users.
- Limit the use of individual commemorative plaques and instead consolidate recognition within unified story panels or digital maps.

5.2 Short Term Priorities (<5 years)

Mobility

- Construct a new road connecting the Springett Parking Lot to Brescia Drive *(completed during the course of this project),* as well as a connection to Brescia Lane.
- Coordinate with the City of London on the final designs for Philip Aziz Avenue/Sarnia Road/Western Road. Upgrade the campus gateway at Philip Aziz Avenue as construction is complete.
- Construct a new PUDO zone and turnaround on Elgin Road at the Siebens-Drake Institute.
- Finalize the design and construct the new vehicular bridge over the Thames River at University Drive. When the new bridge is completed, install bollards and signage to prohibit vehicles from using the historic bridge.
- Study structural constraints to modify the historic University Drive bridge. If allowable, update the design to better serve pedestrians and cyclists, such as removing the sidewalk barriers, widening the sidewalk or creating a flush condition, adding uplighting, and installing seating for an overlook of the Thames River.
- Construct a new road through West Campus that connects to Brescia Lane.
- Conduct a review of cycling infrastructure, including secure enclosed bike storage facilities.
- Develop a strategy to regulate, distribute, and organize private charter bus activity on campus.
- Install a series of minor safety and comfort upgrades on University Drive from Sunset Street to Richmond Street, including adding green conflict markings where bicycle lanes pass through driveways, installing accessible curb ramps where missing, adding 1-2 new mid-block crossings with curb extensions, adding shelters at bus stops, and installing wayfinding signs to highlight the Thames Valley Parkway.
- Install traffic calming measures on Perth Drive.
- Work with the City of London to shift access to the Western Student Recreation Centre roundabout to Western Road.

Parking

- Invest in enhanced technologies to support license plate recognition (LPR) technology, transition to virtual parking permits, and real-time capacity information.
- Install dynamic signage at the major portals to the campus, identifying directions to key destinations and parking availability.
- Expand the Springett Parking lot to accommodate interim parking needs during garage construction period.
- Begin construction of the Fieldhouse and Parking Structure on the Huron Flats lot.
- Upgrade parking access control and revenue control systems.
- Develop a campus-wide Transportation Demand Management (TDM) plan, to include strategies, programs, and measures of effectiveness. This plan should integrate with broader campus sustainability goals and plans.

Open Space

- Widening of heritage walk running through the centre of the hill, leading to University College.
- Addition of benches and trails at Huron Flats recreation fields.
- Improved or realigned trails in the woodlots.
- Improve trail connectivity and routing, and invasive species control.
- Incorporate rain gardens along Oxford Drive for stormwater drainage.
- Improvement of Welcome Plaza at Middlesex Drive and Perth Drive at the foot of University Hill.
- Implementation of Green Spine along Brescia Drive.
- Install clear, co-developed land acknowledgement signage at major gateways, key open spaces, and building entrances.

5.3 Medium Term Priorities (5-9 Years)

Mobility

- Redesign Oxford Drive North as a flush condition pedestrian promenade, similar to the design of Kent Walk.
- Redesign Lambton Drive/Alumni Circle to prioritize pedestrians and bicyclists, improve visibility, reduce conflict points, and limit vehicular through traffic.
- Redesign Middlesex Drive to narrow the bus-only lane, extend the bi-directional cycle track, fill in the sidewalk gap, and upgrade pedestrian crossings.
- Redesign Oxford Drive South as a flush condition pedestrian promenade, similar to the design of Kent Walk.
- Upgrade Perth Drive with minor improvements such as high-visibility crosswalk markings, installing missing tactile warning strips, adding pedestrian refuges, extending shared lane markings, and a potential mid-block crossing near the bus stop at Delaware Hall.
- Continue to advocate to the City of London to include safe, comfortable facilities for walking and biking as part of its design to accommodate a BRT on Western Road.
- Upgrade the pedestrian tunnel under Western Road with façade, landscape, lighting, and signage improvements.

Parking

- Identify transit gaps to connect to the surrounding community to reduce auto dependency and slow the growth of parking demand.
- Capital investments are only useful to the extent that they are maintained; keeping track of aging infrastructure, identifying deficiencies and scheduling and completing regular maintenance can keep facilities in proper working order, reducing long term capital costs.

Open Space

- Western frontage and parking area improvements at Thompson Recreation Hall and Athletic Centre
- Landscape and hardscape improvements to Alumni Circle including pathway enhancements to nearby building entrances
- Improve pedestrian paths.
- Hardscape improvements to Concrete Beach with improved lighting, seating and coordinated paving to Oxford Drive and Kent Walk.
- Medway Creek
    - Phase 1: Entrance at Avian Research Building - extend sidewalk from Beaver Hall residence to Avian Research Building / SSB Parking lot to tie into existing footpath
    - Phase 2: Formalize paths to Ramsay Road / Brescia College Lane, link to Western Road

5.4 Long Term Priorities (10+ Years)

Mobility

- As the South Valley Parking Lot is developed, modify Huron Drive to better accommodate pedestrians and bicyclists.
- Build out a network of complete streets on West Campus as it is developed.
- Study an upgraded pedestrian crossing at Windermere Road at Wellington Drive.

Parking

- Construct new parking structures on the Chemistry Lot and West Campus, west of the Springett Parking Lot.
- Continue to monitor parking demand, facility conditions, technologies to ensure a State of Good Repair and that the Parking Services programs continue to meet the needs of the Campus and its community.

Open Space

- Unified streetscape improvements on Huron Drive and Perth Drive as South Valley Precinct develops.
- Build out a network of streets and pedestrian paths in west campus to reinforce permeability as development advances.
- Conduct a study to understand stormwater drainage potential to build out a system of stormwater features across campus to strengthen campus resiliency.
- Develop long-term strategies for expanding district energy, renewable power generation, and building-scale sustainability upgrades to advance climate-action goals.
- Implement phased upgrades to the campus green network, including expanded tree canopy, native planting zones, and restoration of riparian areas along the river.
- Undertake a campus-wide lighting master plan to improve safety, reduce light pollution, and transition infrastructure to energy-efficient systems.
- Undertake large-scale habitat restoration of river edges, woodlots, or meadows guided by Indigenous ecological knowledge and stewardship practices.

Table 5. Mobility Projects Action Plan

Project Name	Project Type	Notes	Timeframe
Coordinate with the City of London on the final design for Philip Aziz Avenue, Sarnia Road, and the southern portion of Western Road	Mobility - City Coordination	Ensure the final design reflects campus street design standards, such as decorative streetlights	Short Term
Collect updated traffic counts	Mobility - Data & Analyses	Collect updated traffic counts— including turn movement volumes and pedestrian and bicycle counts— at key locations on campus to inform design decision	Short Term (Completed)
Construct a new Elgin Drive PUDO and upgrade the gateway at Western Road	Mobility - PUDO & Gateway	Select and construct a preferred design for the new PUDO/turnaround. Upgrade the gateway at Elgin Drive/Western Road as part of the project.	Short Term
Conduct a traffic analysis to assess the impact of the desired limited access sections of Middlesex Drive and Lambton Drive	Mobility - Data & Analyses	Evaluate the impacts of proposed closures on Lambton Drive (Thames Hall to Huron Drive) and Middlesex Drive (Elgin Road to Perth Road) to vehicles other than buses	Short Term
Install reduced speed limit signs at all campus entrances	Mobility - Gateways	Ensure all entry points transition to 30 km/h or slower	Short Term (Completed)
Create branded Western University plaques as street sign toppers	Mobility - Branding and Wayfinding		Short Term
Construct a new road connecting the Springett Parking Lot to Brescia Drive	Mobility - Street Design		Short Term (Completed)
Work with the City of London to install minor pedestrian and bicycle safety improvements on Western Road (Burnlea Walk to Wellington Drive)	Mobility - Street Design	Minor improvements to be implemented prior to the BRT redesign may include refreshing crosswalk markings; upgrading all crosswalks to high-visibility markings; installing missing tactile warning strips; extending center medians for better defined pedestrian refuges; adding green conflict striping where bicycle lanes cross driveways and intersections; adding transitional signage and markings where the bicycle lane ends; and installing LPIs.	Short Term
Develop a strategy to regulate and distribute charter bus activity	Mobility - Transit	Establish requirements for charter buses operating on campus and work with private charter bus providers to better distribute and organize their pick-up and drop-off locations	Short Term

Table 5. Mobility Projects Action Plan (Continued)

Project Name	Project Type	Notes	Timeframe
Minor safety improvements on University Drive	Mobility - Street Design	Install a series of minor safety and comfort upgrades on University Drive from Sunset Street to Richmond Street, including adding green conflict markings where bicycle lanes pass through driveways, installing accessible curb ramps where missing, adding 1-2 new mid-block crossings with curb extensions, adding shelters at bus stops, and installing wayfinding signs to highlight the Thames Valley Parkway.	Short Term
Install traffic calming measures on Perth Drive	Mobility - Street Design		Short Term
Upgrade Philip Aziz Avenue gateway	Mobility - Gateways	As the new street design is completed, upgrade the gateway to include masonry pillars framing the sidewalks, pedestrian-oriented wayfinding, and enhanced landscaping	Short Term
Relocate Western Student Recreation Centre roundabout entrance	Mobility - Street Design	Work with the City of London to shift access to the Western Student Recreation Centre roundabout to Western Road	Short Term
Conduct a review of cycling infrastructure, including secure enclosed bike storage facilities	Mobility - Street Design		Short Term
Oxford Drive North renewal	Mobility - Street Design	Redesign this street as a flush pedestrian promenade. Include seating areas, lighting, enhanced landscaping, and a secure bicycle parking facility.	Medium Term
Redesign Lambton Drive/ Alumni Circle	Mobility - Street Design	Redesign Alumni Circle as a boulevard with an extended landscape median with shorter crossing distances rather than the current roundabout. Add designated bus loading area, turnaround, and two-way cycle track on the north side. Make Lambton Drive one-way eastbound from Thames Hall to Huron Drive.	Medium Term
Coordinate with the City of London on the final design for Western Road as BRT is introduced	Mobility – City Coordination	Advocate for the design to include buffers between vehicle lanes and sidewalks/bicycle lanes, continuous bicycle lanes, street trees, pedestrian-scale lighting, and pedestrian refuges to reduce crossing distances.	Medium Term
Redesign Middlesex Drive	Mobility – Street Design	Redesign Middlesex Drive to narrow the bus-only lane, extend the bi-directional cycle track, fill in the sidewalk gap, upgrade pedestrian crossings, and better define bus loading areas.	Medium Term

Table 5. Mobility Projects Action Plan (Continued)

Project Name	Project Type	Notes	Timeframe
Oxford Drive South extension	Mobility – Street Design	Redesign this street as a pedestrian promenade. Remove remaining surface parking. Include seating areas, lighting, enhanced landscaping, and a secure bicycle parking facility.	Medium Term
Western Student Recreation Centre roundabout access via Western Road	Mobility – Street Design	As Oxford Drive South is redesigned to limit vehicular access, work with the City of London to create a new access point to the Western Student Recreation Centre roundabout and PUDO zone via Western Road	Medium Term
Upgrade the pedestrian tunnel under Western Road	Mobility – Pedestrian Pathways	Upgrade the pedestrian tunnel and approach sidewalks with wayfinding signage, masonry façade cladding, ambient lighting, and enhanced landscaping.	Medium Term
Upgrade Brescia Drive gateway	Mobility - Gateways	Upgrade the gateway to mirror the design of the gateway across Western Road at Lambton Drive.	Medium Term
Middlesex Parking Lot Pedestrian Path Upgrade	Mobility – Pedestrian Paths	Add pedestrian wayfinding signs at the top and base of the stairs, repaint the walkway with high-visibility markings, and assess sight lines of pedestrians in crosswalks and remove adjacent parking spaces where vehicles block visibility.	Medium Term
As the South Valley Parking Lot is developed, modify Huron Drive to better accommodate pedestrians and bicyclists	Mobility – Street Design	The design should include bicycle lanes, wider sidewalk on the west side, street trees and additional landscaping, and new PUDO zone.	Long Term
Build out a network of complete streets on West Campus as it is developed.	Mobility – Street Design	Streets to be phased and designed as new West Campus buildings are prioritized.	Long Term
Upgrade Perth Drive gateway	Mobility - Gateways	Install a Western University monument sign with a low masonry wall at the campus entrance, frame the sidewalks with masonry pillars, add enhanced landscaping, and install wayfinding signage for pedestrians and to nearby parking facilities.	Long Term
Study pedestrian crossing at Windermere Road at Wellington Crossing	Mobility – Street Design	Study pedestrian crossing activity at this intersection and work with the City of London to install a traffic signal, Rectangular Rapid Flashing Beacon (RRFB), or other treatment to make this a safe and accessible crossing.	Long Term

Table 6. Parking Projects Action Plan

Project Name	Project Type	Notes	Timeframe
Finalize design of the new garage at the Huron Flats Lot	Mobility – Parking & PUDO		Short Term
Expand the Springett Parking lot to accommodate interim parking needs during garage construction period	Mobility – Parking	Project must include a new outlet to Sarnia Road, per requirements from the City of London. As this new connection is constructed, advocate to the City of London to make Ramsay Road a dead end just west of Brescia Lane to limit impacts to the neighborhood.	Short Term
Upgrade Parking Access Control and Enforcement	Mobility – Parking	Access control is essential in managing the system, as it ensures the right users are in the facility. Access control can also streamline enforcement and generate vital parking data.	Short Term
Continue to invest in license-plate-recognition technology, transition to virtual permits.	Mobility – Parking	LPR systems allow campus parking managers to transition from physical/ displayed permits to "virtual" permits that are linked to registered license plates	Short Term
Refine coordinated maintenance and capital improvement program	Mobility - Parking	Capital investments are only useful to the extent that they are maintained; keeping track of aging infrastructure, identifying deficiencies and scheduling and completing regular maintenance can keep facilities in proper working order, reducing long term capital costs	Short Term
Create a unified and comprehensive communications program	Mobility – Parking	Provide consistent, clear, and complete information on parking and mobility policies, programs, and services to employees, students, visitors, leadership, and the community at large	Short Term
Transportation Demand Management Plan - Goals, Performance Measures, and Monitoring	Mobility – TDM	Adopting official mobility goals and performance measures will not only facilitate implementation of the TDM Plan, but will also allow Western University to better track the impacts of its programs and investments	Short Term

Table 7. Policy & Transportation Demand Management Action Plan

Project Name	Project Type	Notes	Timeframe
Finalize design of the new garage at the Chemistry Lot	Mobility – Parking		Medium Term
Supportive TDM Policies and Workplace Culture and Training	Mobility – Policy	Adopt official policies that support an active work environment that makes it easy to walk, bike, share rides, or take transit to and from campus. Enhance executive and management training to ensure that campus leaders fully and consistently integrate mobility programs and policies into their departments.	Medium Term

Table 8. Open Space Action Plan

Project Name	Project Type	Notes	Timeframe
University College Heritage Walk	Open Space – Pedestrian Paths	Widen the heritage walk that runs through the centre of the hill leading to University College to accommodate higher pedestrian volumes and improve accessibility.	Short Term
Huron Flats Recreation Fields Furnishing	Open Space - Furnishing	Add benches and formalized trails at the Huron Flats Recreation Fields to support passive recreation. Provide rest points for field users and create a stronger connection between athletic spaces and the surrounding natural areas.	Short Term
Woodlot Trails	Open Space – Woodlots Management	Improve or realign trails within the woodlots to address erosion, enhance safety, and better protect sensitive ecological areas while preserving the character of the natural landscape.	Short Term
Naturalized Areas Improvement	Open Space – Naturalized Areas Management	Strengthen trail connectivity, refine routing, and implement invasive species control to support habitat health, improve user experience, and ensure the long-term ecological integrity of the campus's naturalized areas.	Short Term
Stormwater Management along Oxford Drive	Open Space – Storm Water Management	Incorporate rain gardens along Oxford Drive for stormwater management to naturally capture, filter, and detain runoff, while enhancing the corridor with native plantings and improved seasonal interest.	Short Term
Welcome Plaza	Open Space – Courtyards and Plazas	Enhance the Welcome Plaza at Middlesex Drive and Perth Drive at the foot of University Hill to create a more inviting arrival space, integrate seating and wayfinding, and strengthen the visual connection to key campus landmarks.	Short Term
East – West Green Spine	Open Space – Green Spine	Implement the Green Spine along Brescia Drive as a continuous linear landscape corridor that prioritizes pedestrians, integrates ecological features, and unifies open spaces across the western campus precincts.	Short Term
Land Acknowledgement Signage	Open Space – Indigenous Placekeeping	Install clear, co-developed land acknowledgement signage at major gateways, key open spaces, and building entrances. Introduce Indigenous language signage, and cultural markers at key gateways, entries, and campus nodes in collaboration with Indigenous partners.	Short Term

Table 8. Open Space Action Plan (Continued)

Project Name	Project Type	Notes	Timeframe
Western Frontage & Parking Area Improvements at Thompson Recreation Hall and the Athletic Centre	Open Space – Streetscape Improvement	Enhance the building frontage and adjacent parking areas to improve circulation, safety, and campus presence. Upgrades may include revised driveway geometry, improved pedestrian crossings, coordinated planting, and clearer wayfinding to sports and recreation facilities.	Medium Term
Alumni Circle Improvements	Open Space – Streetscape Improvements	Landscape & Hardscape Improvements to Alumni Circle, including pathway enhancements to nearby building entrances. Reconfigure planting beds, paving, and seating within Alumni Circle to create a more functional and welcoming gathering space. Improve pathway alignments and accessibility to adjacent buildings to strengthen connectivity and enhance the overall campus experience.	Medium Term
Improve Pedestrian Paths	Open Space – Pedestrian Paths	Upgrade surface materials, width, lighting, and drainage along key pedestrian routes to address current deficiencies and support safer, more comfortable daily movement across campus.	Medium Term
Concrete Beach	Open Space – Courtyards and Plazas	Hardscape improvements to Concrete Beach with improved lighting, seating, and coordinated paving to Oxford Drive and Kent Walk. Redesign the plaza to introduce a cohesive paving language, modern site lighting, and additional seating options. These improvements will strengthen visual continuity with adjacent corridors and transform Concrete Beach into a more inviting, flexible-use space.	Medium Term
Medway Creek Improvements	Open Space – Naturalized Areas Management	Phase 1: Entrance at Avian Research Building – extend the sidewalk from Beaver Hall to the Avian Research Building / SSB parking lot to establish a continuous, accessible connection that links to the existing informal footpath network along the creek. Phase 2: Formalize Paths to Ramsay Road / Brescia College Lane and Link to Western Road – Convert informal trails into stable, well-defined pathways with appropriate surfacing, drainage, and wayfinding. This will improve safety, support year-round use, and create a stronger ecological and recreational corridor along Medway Creek.	Medium Term

Table 8. Open Space Action Plan (Continued)

Project Name	Project Type	Notes	Timeframe
Huron Drive and Perth Drive Streetscape Improvements	Open Space – Streetscape Improvements	Unified streetscape improvements on Huron Drive and Perth Drive as the South Valley Precinct develops. Coordinate roadway geometry, sidewalks, lighting, planting, and furnishing standards to create a cohesive streetscape identity. Improvements should support multimodal mobility, reinforce gateway functions, and align with future building and open space layouts within the precinct.	Long Term
West Campus Streetscape Improvement	Open Space – Streetscape Improvements	Build out a network of streets and pedestrian paths in West Campus to reinforce permeability as development advances. Establish a clear framework of connected streets, shared-use paths, and green corridors that improve access, reduce block lengths, and support future academic, residential, and research development. This network will guide incremental growth while maintaining strong connections to the campus core.	Long Term
Stormwater Management Study	Open Space – Stormwater Management	Conduct a study to understand stormwater drainage potential across campus and develop a coordinated system of stormwater features to strengthen resiliency. Assess hydrological conditions, identify opportunities for infiltration and detention, and map priority areas for green infrastructure. The study should inform a long-term strategy for implementing bioswales, rain gardens, constructed wetlands, and other LID systems across campus.	Long Term
District Energy Strategy	Open Space – Sustainability & Resilience	Develop long-term strategies for expanding district energy, renewable power generation, and building-scale sustainability upgrades to advance climate-action goals. Evaluate opportunities to expand centralized heating and cooling systems, integrate geothermal or solar technologies, and retrofit existing buildings for energy efficiency. These measures will reduce carbon emissions and support the university's long-term sustainability targets.	Long Term

Table 8. Open Space Action Plan (Continued)

Project Name	Project Type	Notes	Timeframe
Campus Green Network	Open Space – Green Network	Implement phased upgrades to the campus green network, including expanded tree canopy, native planting zones, and restoration of riparian areas along the river. Prioritize projects that enhance ecological connectivity, improve habitat quality, and increase climate resilience. Phased enhancements may include reforestation, invasive species removal, pollinator-supportive landscapes, and improved access to riverfront areas.	Long Term
Campus-wide lighting Strategy	Open Space – Lighting Strategy	Undertake a campus-wide lighting master plan to improve safety, reduce light pollution, and transition to energy-efficient systems. Develop lighting guidelines that address pathway hierarchy, open spaces, building façades, and key intersections. The plan should prioritize LED retrofits, smart controls, dark-sky–friendly fixtures, and consistent design standards to improve visibility while supporting sustainability goals.	Long Term
Indigenous Habitat Restoration	Open Space – Indigenous Placekeeping	Undertake large-scale habitat restoration of river edges, woodlots, or meadows guided by Indigenous ecological knowledge and stewardship practices.	Long Term
Campus Cultural Corridor	Open Space – Indigenous Placekeeping	Create a continuous cultural and ecological corridor across campus that links significant sites, integrates gathering spaces, and expresses enduring Indigenous presence through landscape and built form.	Long Term

06
Special Areas of Focus

6.1 Indigenous Placekeeping

Western University is committed to fostering a campus environment that respects, reflects, and celebrates Indigenous peoples, cultures, and ways of knowing. Building on the principles of the 2016 Indigenous Strategic Plan, this document outlines recommendations to enhance Indigenous presence, access, and engagement across the campus. The initiatives focus on strengthening relationships with Indigenous communities, creating culturally meaningful spaces, supporting Indigenous food sovereignty, integrating outdoor teaching and learning areas, and promoting Indigenous art and naming practices. These efforts aim to cultivate an inclusive, accessible, and culturally rich campus for all members of the Western community.

Recommendations:

Improving access to the river

- Developing a continuous trail network along the Thames River to create a continuous and accessible path for pedestrians and cyclists, enhancing connectivity & recreational opportunities along the riverfront.
- Enhancing current access points to the river and establishing new entryways to improve connectivity and ease of access. This includes improving existing access points, identifying new access points ensuring that these access areas are welcoming and functional for a variety of users, such as pedestrians and cyclists.
- Identifying locations along the river for potential cultural markers.

Establishing Indigenous food sovereignty through edible native planting on campus

- Continue to steward edible native plantings at the Wampum Learning Lodge to promote local biodiversity and support sustainable food practices.
- Continue to look for opportunities to integrate indigenous food sovereignty principles.
- These initiatives will not only support the cultivation of native, edible plants, providing ecological benefits but also provide hands-on educational resources. This initiative aims to honor traditional food practices, contribute to urban agriculture, and enhance the campus's sustainability efforts.

Outdoor Teaching Spaces/ Teaching Lodge spaces

- Identifying locations for potential outdoor learning lodges

Public Art

- Continue to enrich the campus environment with culturally significant and visually impactful pieces through Western's upcoming Public Art Strategy, which will include strategies to showcase indigenous art.

The Ceremonial Arbour at the Wampum Learning Lodge is a sacred space for observing Indigenous ways of knowing and being.

6.2 Commemoration

Western University values the recognition and remembrance of individuals who have made meaningful contributions to the campus community. Commemorative landscape features provide a lasting way to honor these members while enhancing the campus environment. This policy establishes consistent guidelines for the installation, care, and maintenance of such features, ensuring they are thoughtfully integrated into the landscape, sustainable over time, and reflective of Western's commitment to inclusivity, stewardship, and the natural beauty of its grounds.

The strategy aims to:

- **Establish clear and consistent practices for commemorating members of the campus community.**
- **Enhance and maintain the natural beauty of the campus landscape.**
- **Create sustainable practices for the installation and care of commemorative features.**

Eligibility

- Commemorative Landscape Features must honor individuals connected to Western, typically for Graduation, Retirement, or Death.
- Fundraising initiatives or "Adopt a ..." programs may be permitted at the discretion of Western Facilities Management.

Location

- Placement of new commemorative features is determined by Western Facilities Management and/or the Sherwood Fox Arboretum (SFA) for tree-related features.
- Whenever possible, clustering methods such as commemorative walls, engraved pavers, or floor placards should be used.

Recommendations:

Short Term Strategies (1-2 years)

- **Consolidated Plaques:** Reduce scattered individual plaques by integrating commemorative content into interpretive signage and story panels at key campus nodes such as UC Hill, Alumni Circle and West Campus Lawn
- **Digital Recognition:** Introduce QR codes on existing markers that link to online histories, biographies, or stories, reducing physical clutter while enhancing accessibility.

Medium Term Strategies (3-6 years)

- **Themed Gathering Spaces:** Create small plazas, gardens, or seating clusters dedicated to groups, individuals, or milestones, combining narrative, landscaping, and durable materials as courtyards and plazas on campus get renovated.
- **Heritage & Memory Trails:** Develop curated walking routes highlighting campus history, architecture, and ecological heritage, supported by signage, maps, or digital apps.
- **Interactive Storytelling Nodes:** Install multimedia or QR-enabled installations at high-traffic points such as Welcome Plaza, Concrete Beach and Alumni Circle, allowing visitors to explore campus stories and legacies.
- **Digital Tree Archive:** Incorporate commemorative information into the existing digital tree inventory of the Sherwood Fox Arboretum.

Long-Term Strategies (7+ years)

- Signature Art & Sculptural Installations: Commission landmark public art, statues, or sculptural landscapes to celebrate historical milestones, notable individuals, or Indigenous and community contributions.
- **Commemorative Wall**: Install Commemorative walls either as standalone structures or integrated with a building to provide a dedicated space for recognizing individuals, groups, events, or milestones significant to the campus community.
- **Commemorative Policy & Framework:** Develop an overarching policy guiding recognition practices, including naming, signage, artwork, and maintenance standards, ensuring consistency, inclusivity, and long-term sustainability.

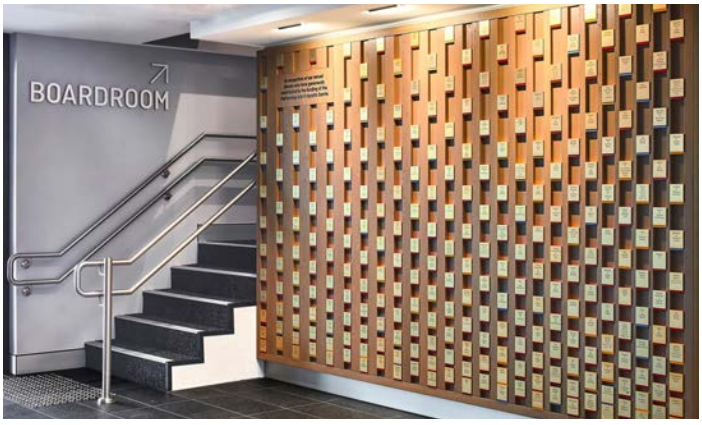


Figure 86. Donor Wall at St Catherine's School (Source: brandculture.com)

Figure 87. Memorial Wall at Kansas University (Source: The Business Journal)

Operational & Maintenance Guidelines:

Existing Commemorative Features

- Existing plaques, trees, and benches remain in place until relocation or removal is required.
- Building projects, damage, or loss of trees may require removal; plaques may be relocated to commemorative walls with wording preserved whenever possible.
- Damage or theft of plaques will be documented in a digital database.
- Original requesters will be notified when feasible if features are damaged, removed, or relocated.

Plaques

- Plaques must conform to design standards (size, font, color) of the placement feature.
- Wording requires approval by Western University and must comply with Policy 1.50 – Signage Policy.
- Plaques are only allowed on designated commemorative features and may be purchased for a fixed cost.

Landscape

- No individual commemorative trees will be planted; donations to the Sherwood Fox Arboretum (SFA) can support the campus tree inventory.
- Donations may be recognized on the SFA website.

Benches

- Commemorative benches, including plaques, may be requested for preferred locations, subject to approval by Facilities Management based on site furnishing needs.
- Denied requests may be waitlisted.
- Costs are fixed; a portion supports ongoing maintenance.

6.3 Wayfinding

University campuses serve multiple user groups. Each of these groups require specific information and visual cues to reach destinations. A campus with consistent and easily understood signage ensures that students, staff, faculty, alumni, and visitors are able to easily navigate corridors and locate facilities. Wayfinding signage is considered a campus' first opportunity to provide high-quality customer service.

- All signage for the university should be appropriate to the scale of the use and user – pedestrian signs vs. vehicular signs.
- All signage should share a cohesive design, creating a uniform signage family and indicating they represent the university.
- The sign design should draw inspiration from the university's rich history while also introducing thoughtful innovation. They must feel contemporary yet still align seamlessly with the university's established character.
- To enhance signage, use materials for colour, texture, light, sound and scale when appropriate.
- When placing wayfinding signage, be strategic and only place what is required. These elements can become intrusive and redundant when multiple signs are located in one area that could otherwise be consolidated into one sign.
- Signage relies on communication and must communicate effectively. In order to achieve this, signs must indicate only important information or what is necessary. An overabundance of information can create confusion with users.
- The information presented must be clear and legible for the intended user.
- Signage should clearly differentiate parking areas between public and pass holder lots, with directional signage to public parking areas provided from points of entry into the campus from public streets.
- Directional signage should be placed where major pedestrian paths of travel intersect to direct pedestrians across the campus.
- In order to achieve and maintain a campus-wide wayfinding strategy which is unique to the university, a plan must be created, adopted and implemented, while ensuring maintenance and consistency are met.
- As signs are designed, opportunities to incorporate Indigenous languages should be considered.
- All signs should be constructed of durable materials.
- Consider incorporating lighting fixtures at key intersections to strengthen wayfinding and visibility at night.
- Conformance with OPS Design Standards for all traffic and pedestrian oriented signage.
- Compliance with City of London Bylaws for signs and parking.
- Campus Wayfinding Signage should be categorized into 9 main groups:
    - Primary Gateway;
    - Secondary Gateway;
    - Parking and Vehicular directional Wayfinding;
    - Pedestrian Wayfinding;
    - Building Identification Markers;
    - Trail Markers;
    - Kiosks;
    - Interpretive Signage and
    - Temporary Signages.

Figure 88. Well lit directional signage at Glendale College, California (Source: RSM Designs)

6.4 Campus Ecology

The preservation and protection of Western's natural environment is paramount to maintaining the outdoor character and sense of place of the campus. The following design guidelines are provided to assist with the protection of the natural amenities of the campus, including:

- Preservation of existing woodlots as a priority for determination of suitable development areas outlined in the Campus Master Plan to avoid fragmentation of remaining natural areas;
- Preservation of the 100-year floodplain where development is not permitted, with consideration for conditional development permits in floodplain fringes;
- Emphasis on opportunities to increase canopy coverage for the campus by planting trees in appropriate spaces, or enhance existing canopied areas with succession plantings;
- Landscape approaches including form, placement and planting species proposed for a particular area should complement the natural environment and contribute positively to natural processes;
- Opportunities such as extending woodlot coverage through new tree massings, or replicating understory conditions with groundcover plantings should be considered.
- Ornamental landscaping should be limited to campus gateways, to frame and direct routes of travel across the campus, or to highlight significant points of interest on campus such as building entrances, wayfinding signage, or other focal locations on campus where they are easily maintained;
- Landscaping should prioritize the use of species that are appropriate for the conditions where they are proposed to reduce long-term maintenance requirements and upkeep;
- The understory of woodlots and natural areas along river corridors should be reviewed to identify and remove any potential invasive species that may harm local plant communities;
- Where subject to future development, trees should be preserved where possible. Any distinctive trees (those with calipers of 50 cm or greater) that may be influenced by the limits of proposed development should be evaluated by a certified arborist to determine appropriate tree preservation opportunities including protection or relocation measures to ensure existing trees are preserved, and to meet Western's Master Development Agreement with the City of London, and their Tree Protection By-Law for protection of forest health;

- Where distinctive trees must be removed for future development, site planting designs should look to replace (at a minimum) or exceed the number of trees removed. The development of standards for canopy coverage of new development sites should be considered. Where the minimum standard cannot be accommodated on site, the equivalent amount of canopy coverage should be planted elsewhere to contribute to the overall canopy of the campus;
- Trail enhancements along the Thames River and Medway Creek corridors should be limited to those areas already disturbed by pedestrian traffic to prevent additional encroachment into understory areas;
- Trail enhancement areas should consider layout options which reduce future opportunity for erosion of potentially sensitive slopes within the river corridor;
- Trail surfacing in natural areas should conform with the City of London's trail design standards, with preference for use of natural surfacing materials such as stone dust or mulch for permeability; and
- Placement of seating elements within the river corridors should be limited to natural elements such as stone or wood structures, and be placed in areas which take advantage of vistas of the river / creek.
- Promote a campus-wide culture of land stewardship by encouraging ongoing monitoring, adaptive management, and community education. Stewardship initiatives should engage students, staff, and faculty in restoration activities, ecological monitoring, and responsible use of natural areas, helping to ensure the long-term health and resilience of the campus landscape.

"Incorporate ecological health and biodiversity into overall campus planning, in alignment with the Open Space Strategy, Campus Development Strategy, and other planning guidelines."

- Western University Climate and Sustainability Strategy (2026)

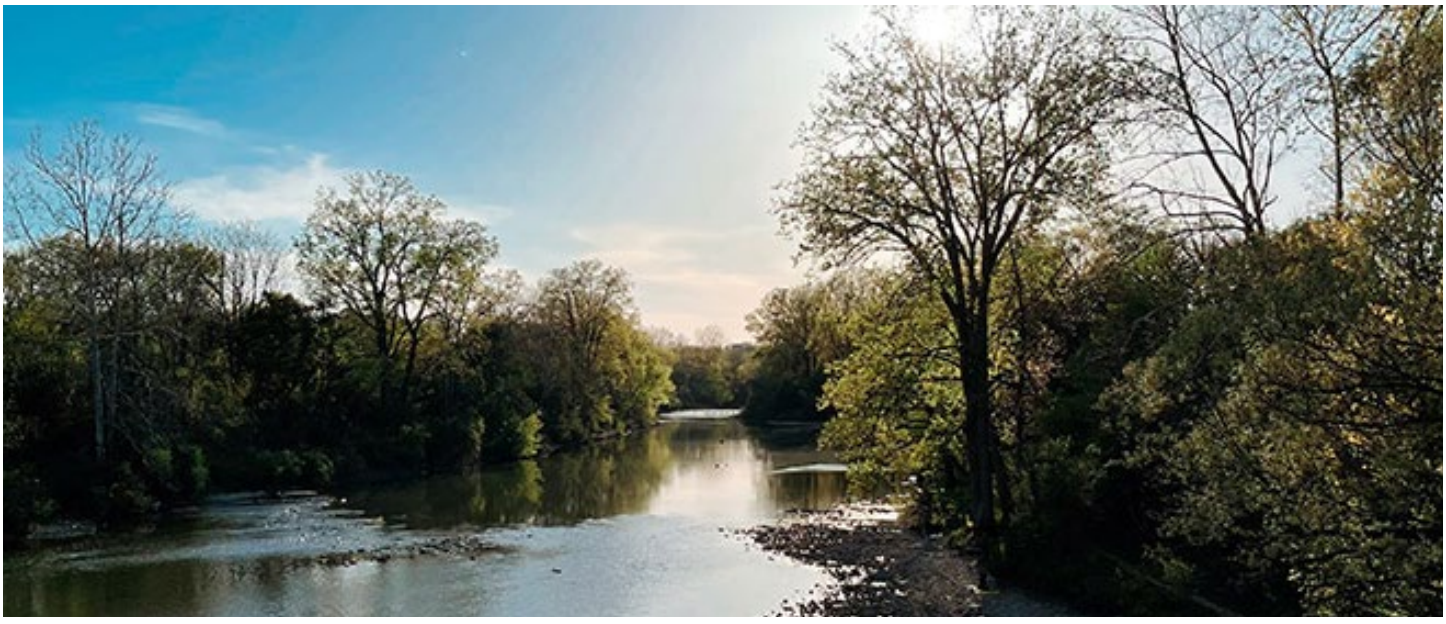


Figure 89. Thames River at Western University (Source: Western University)

6.5 Stormwater Management

As the impermeable surfaces created by built form and hardscape paving areas increase the potential for stormwater runoff, it will be important to implement an overall strategy to increase permeable surfacing for stormwater infiltration or collection as Western transitions to a transit/pedestrian-oriented campus. The strategy to capture, treat, and infiltrate through site design and implementation of at-point solutions will help to reduce stormwater runoff volumes generated.

Building Solutions:

- Where new buildings on campus are proposed, consider providing rooftop greenroof areas to capture rainfall; and
- Implementation of outdoor cisterns should be provided for collection of stormwater from rooftops for re-use, including watering of grade-landscaped areas, courtyards and plazas, as well as greenroofs, where provided.

Figure 90. URBAN FARM, a rooftop farm at Toronto Metropolitan University (Source: Toronto Metropolitan University)

At-Grade Paving Recommendations:

- Strive to remove redundant sidewalks, parking areas, and reduce existing roadway widths that will become pedestrian only areas to increase landscape coverage of the campus;
- Implementation of permeable paving solutions for pedestrian corridors or parking lot areas associated with future development should be considered only for areas which are easily accessible by maintenance vehicles for periodic upkeep;
- Permeable paving use is not recommended for smaller courtyard areas where maintenance access is limited. In these areas, surface runoff should be diverted to infiltration beds or swales where possible;
- New parking areas, or existing parking areas that are to be resurfaced should be graded in a manner which directs water to overland drainage swales or detention basins for temporary storage;
- Implementation of open bottom storage tanks and prefabricated soil cell units below grade should also be considered for the collection and slow release of stormwater runoff from large paved areas including parking lots, roadways, pedestrian corridors and plazas or covered bike parking areas to promote infiltration and reduce requirements for servicing infrastructure; and
- Curb cuts, or perimeter trench drains which outlet to drainage swales or infiltration beds should be provided around the perimeter of paved areas such as parking lots and plazas.

Figure 91. Permeable Paving at Ursinus College (Source: Ursinus College)

At-Grade Planting Recommendations:

- Strategies for new developments should include the implementation of rain gardens at downspouts and bioswales along parking areas or pedestrian paved areas where space and drainage intent permit;
- Increase tree canopy coverage where possible on campus, including new plantings in underutilized landscaped areas, or succession plantings in established canopy areas; and
- Planting strategies for landscaped beds, swales, and open spaces not deemed as 'pedestrian spaces' should aim to replicate natural meadow or woodlot understory conditions to decrease runoff volumes generated and increase maintainability.

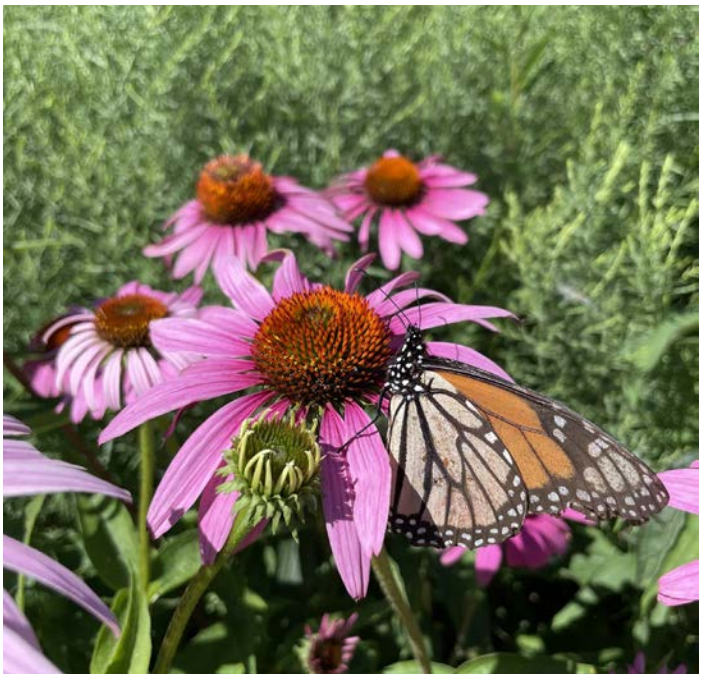


Figure 92. Pollinator garden at Middlesex Parking Lot at Western University (Source: Bee City Canada)

Figure 93. Rain garden serving as landmark water feature at University of British Columbia (Source: University of British Columbia)

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WESTERN'S OPEN SPACE STRATEGY